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Borras et al.

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(54) **HIGH ACCURACY GEO-LOCATION SYSTEM AND METHOD FOR MOBILE PAYMENT**

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G06Q 40/00 (2023.01)
G07B 15/06 (2011.01)
(Continued)

(52) **U.S. Cl.**
CPC **G07B 15/063** (2013.01); **G06Q 20/3224** (2013.01); **H04W 4/029** (2018.02)

(58) **Field of Classification Search**
CPC **G07B 15/063**; **G06Q 20/3224**; **G06Q 20/085**; **G06Q 20/145**; **G06Q 2240/00**;
(Continued)

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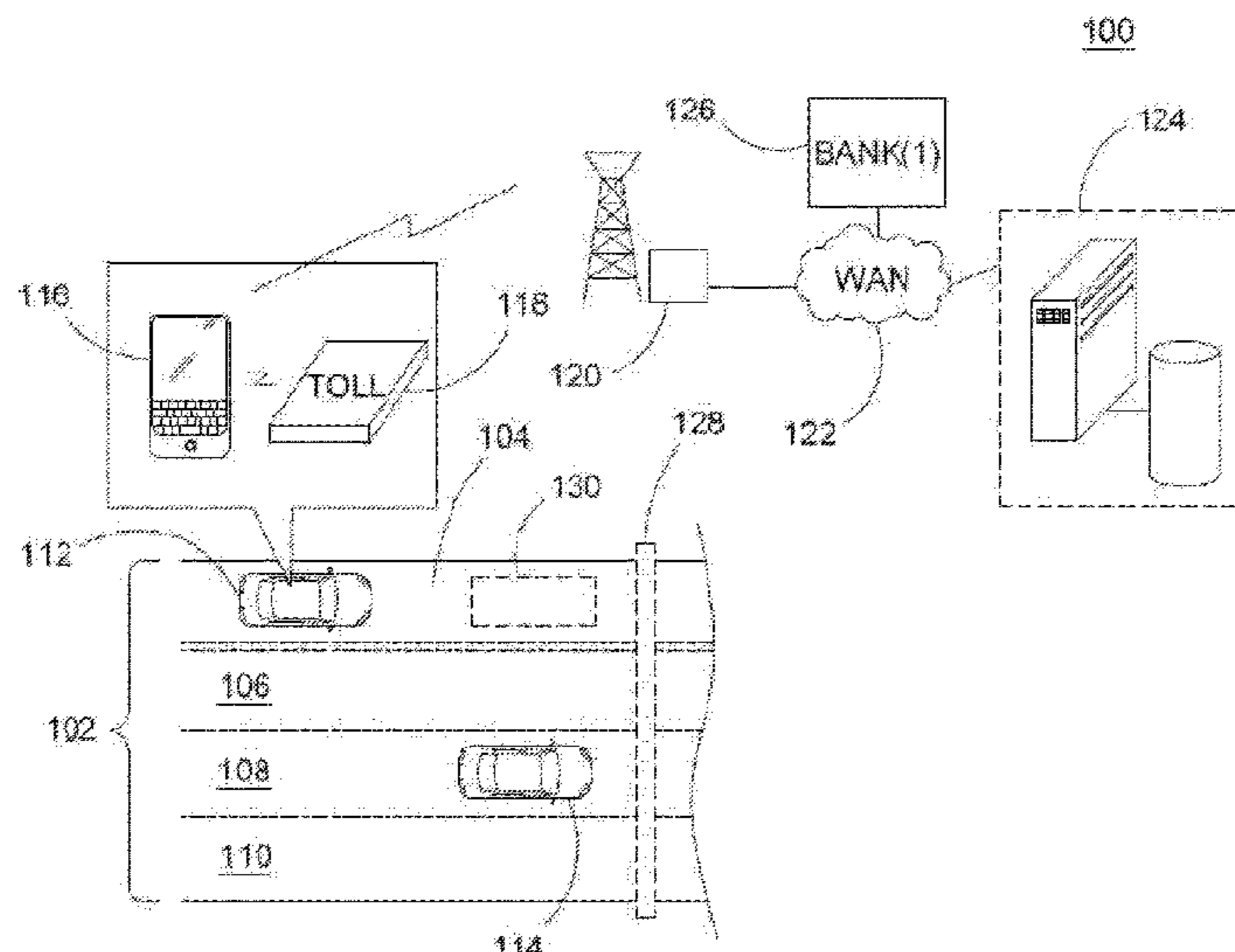
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(57) **ABSTRACT**

Location polygons are defined along traffic lanes and parking spaces to facilitate determination of the location of a vehicle relative to features associated with the location polygons. The location polygons are used, in one application, to identify entrance and exit of a special toll lane along a roadway, and to ensure that the vehicle properly enters and exits the tolling lane. The location polygons define geofenced regions, and each definition for a geofenced region can include one or more rules that are used to evaluate location information reported by a user's equipment. The rules dictate whether an action is taken or inhibited, such as charging a toll or not charging a toll, based on other location information reported by the user's equipment.

5 Claims, 30 Drawing Sheets



Related U.S. Application Data

continuation-in-part of application No. 16/237,070, filed on Dec. 31, 2018, now Pat. No. 11,315,101.

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(51) **Int. Cl.**
G06Q 20/32 (2012.01)
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 CPC H04W 4/029; G08G 1/207; G08G 1/052; G08G 1/065; G08G 1/096811; G01S 19/14; G01S 5/017; B60W 2050/143; B60W 2520/10; B60W 2552/05; B60W 2552/10; B60W 2555/60; B60W 50/16; B60W 50/14; B60W 40/04
 USPC 705/34, 39, 4, 5, 37, 38, 13; 719/328; 717/108; 709/226; 715/704; 726/9, 6; 701/409; 455/406

See application file for complete search history.

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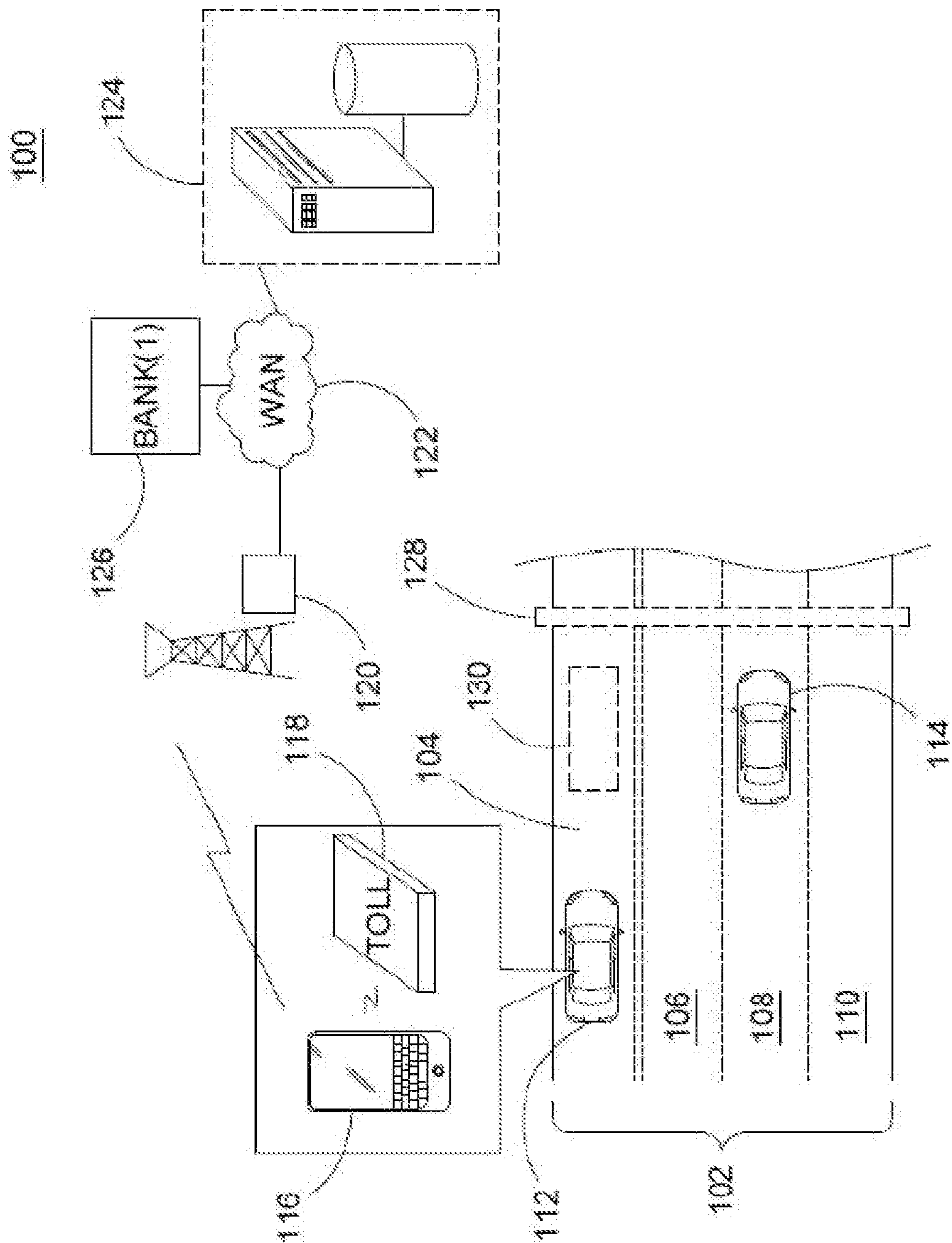


FIG. 1

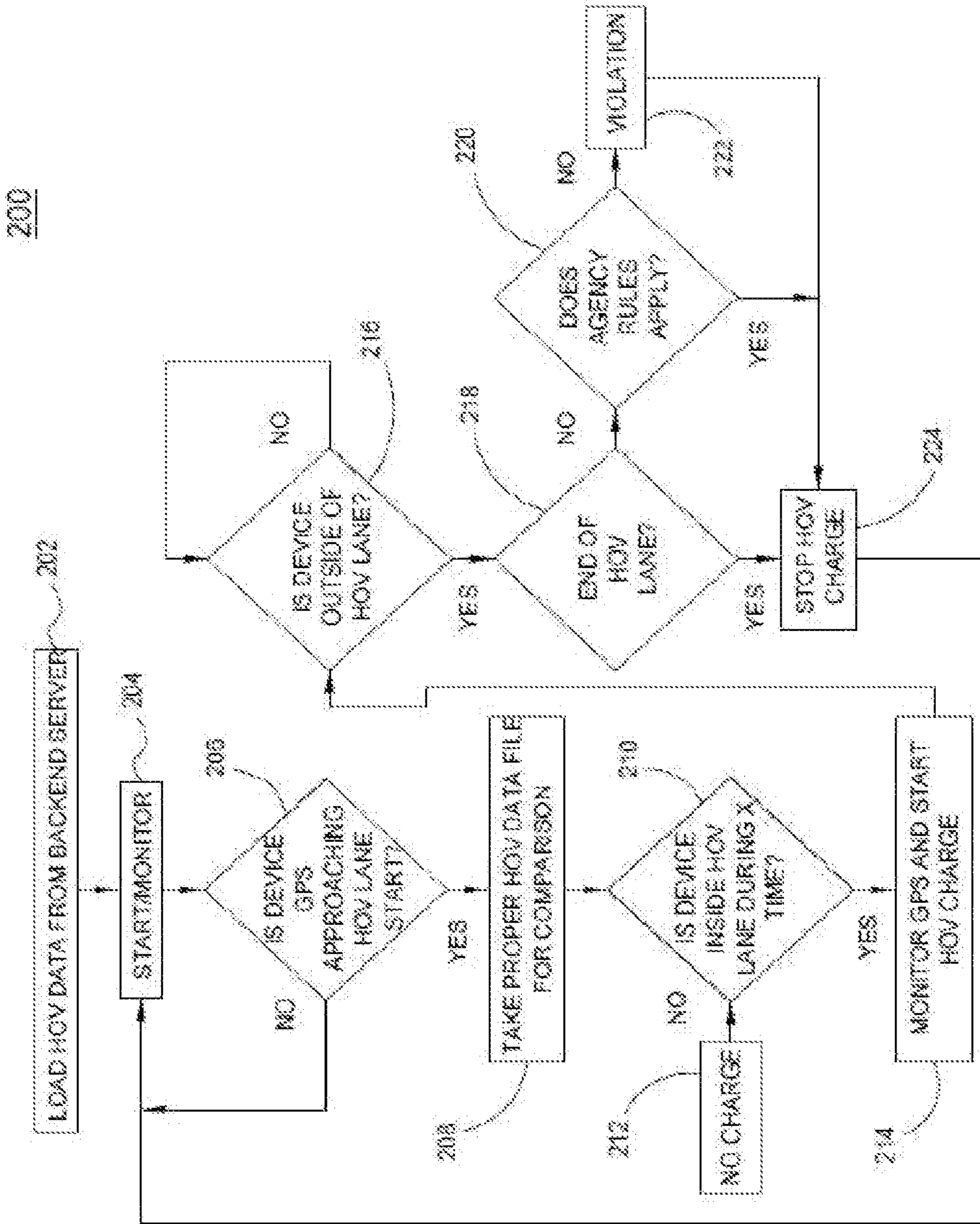


FIG. 2

300

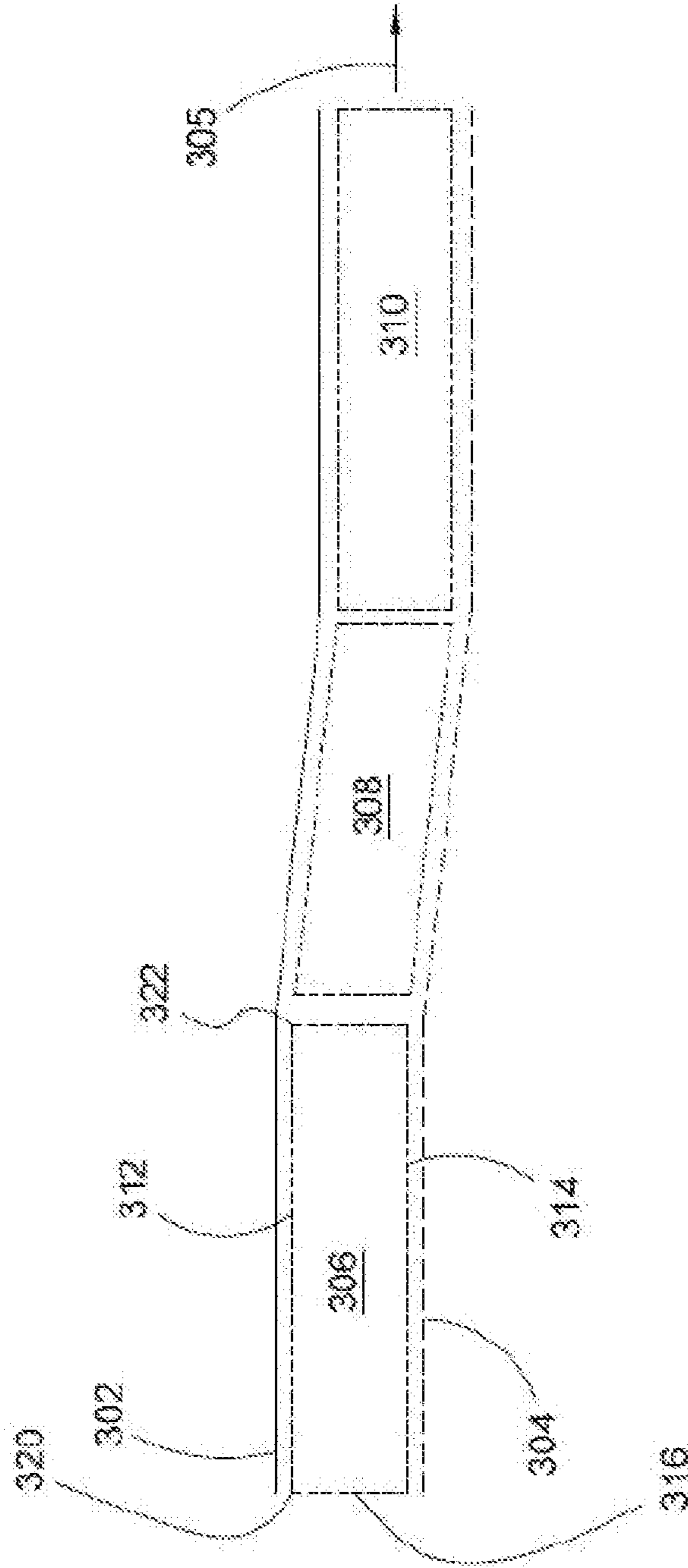


FIG. 3

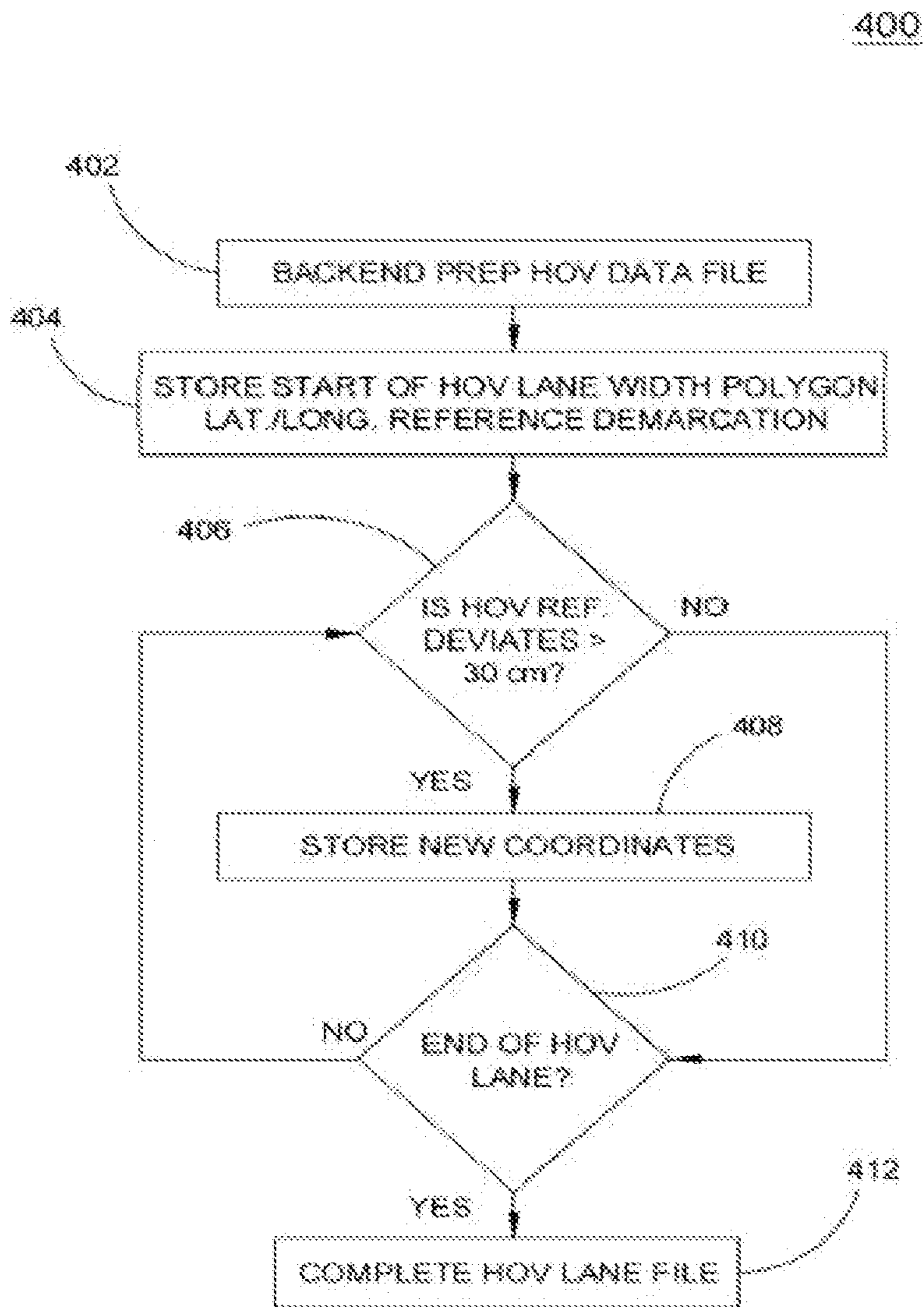


FIG. 4

500

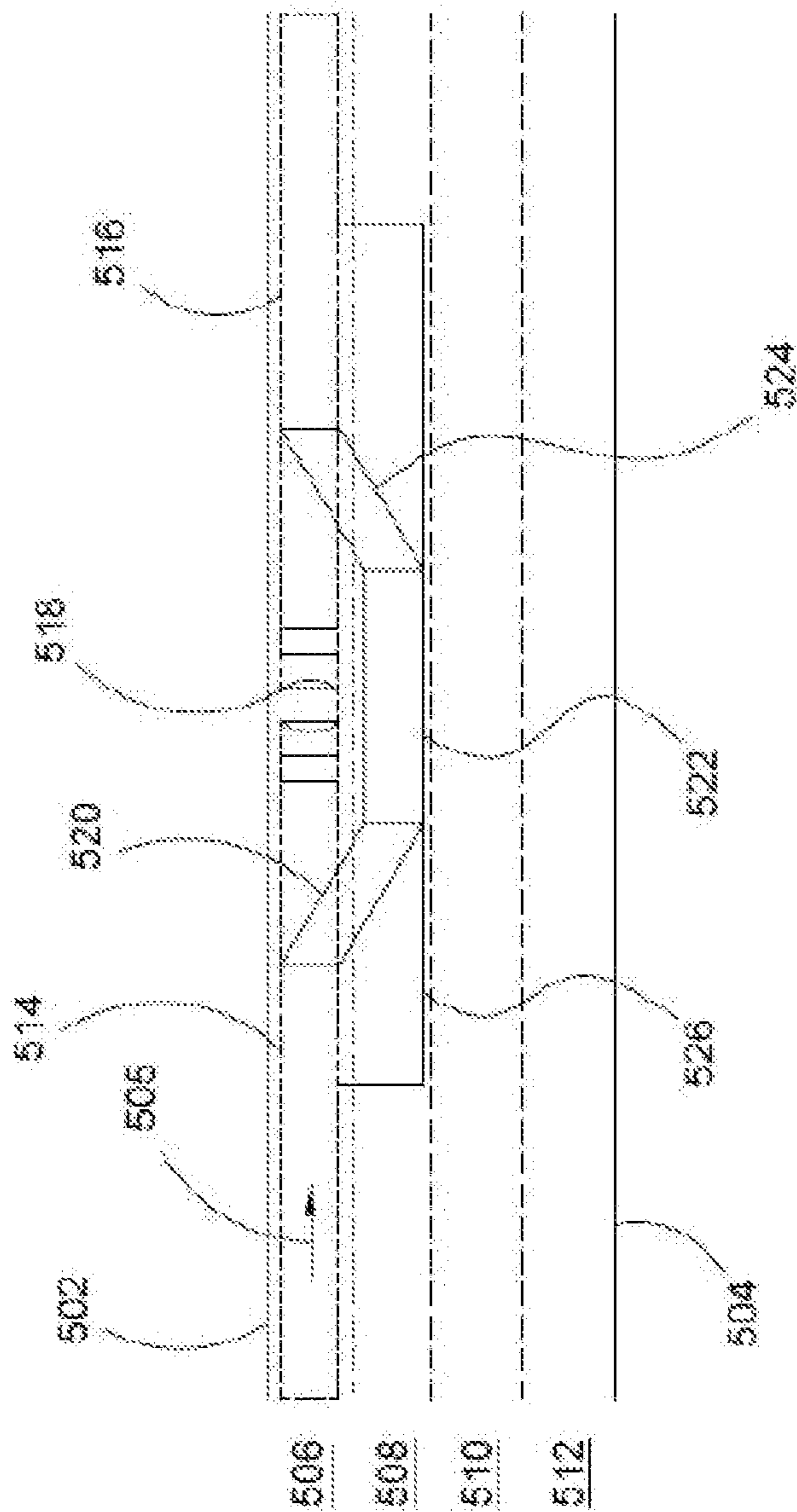


FIG. 5

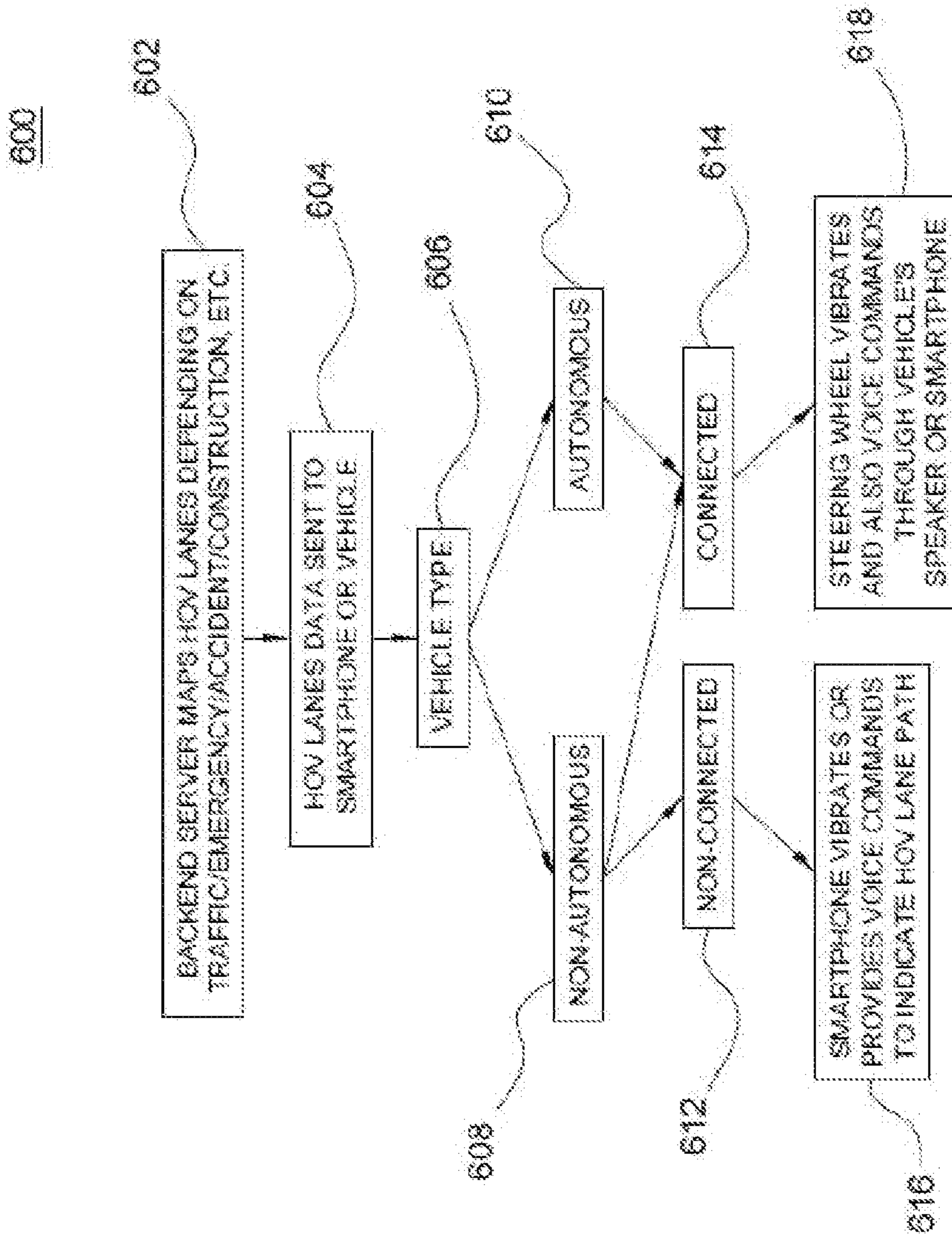


FIG. 6

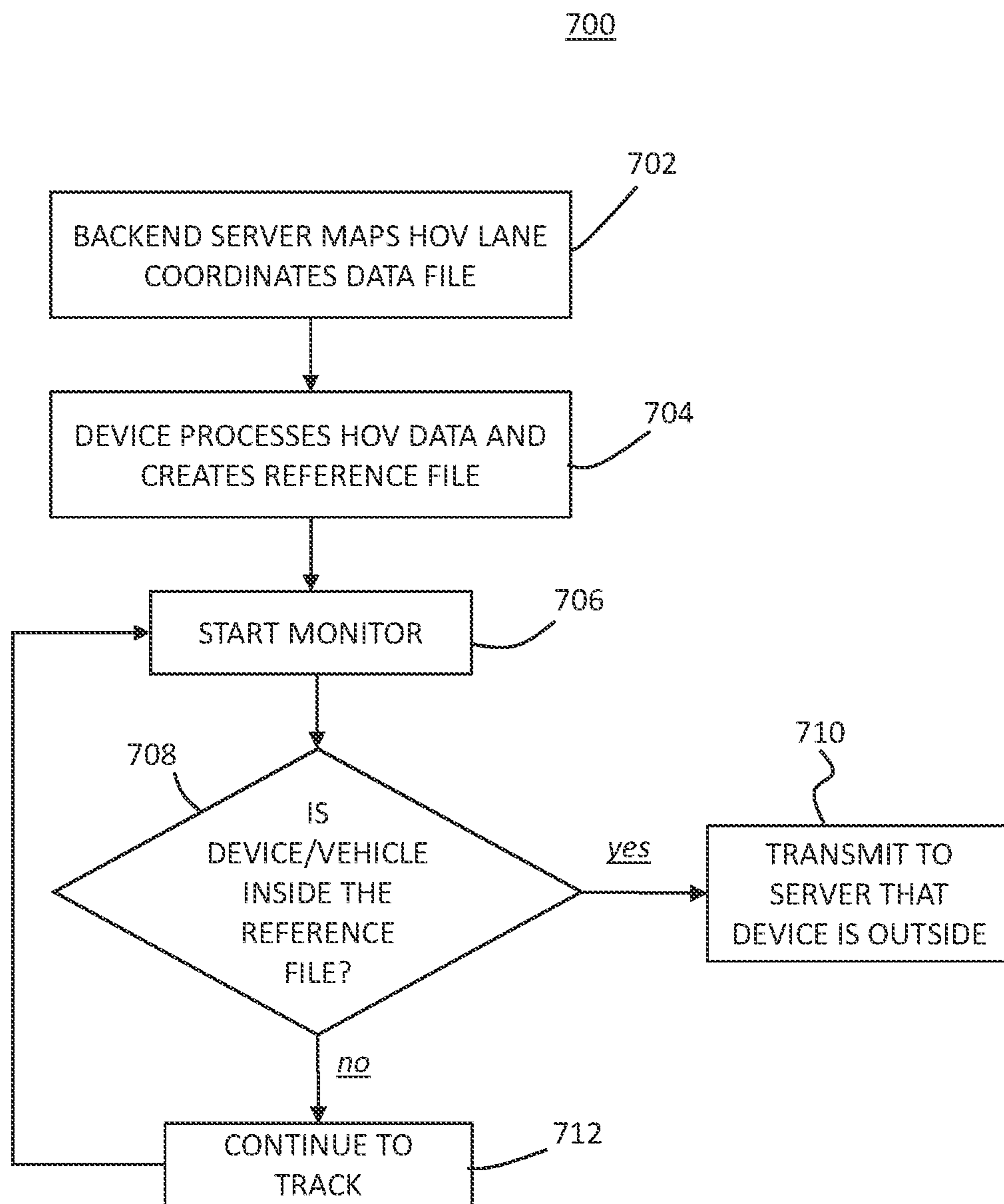


FIG. 7

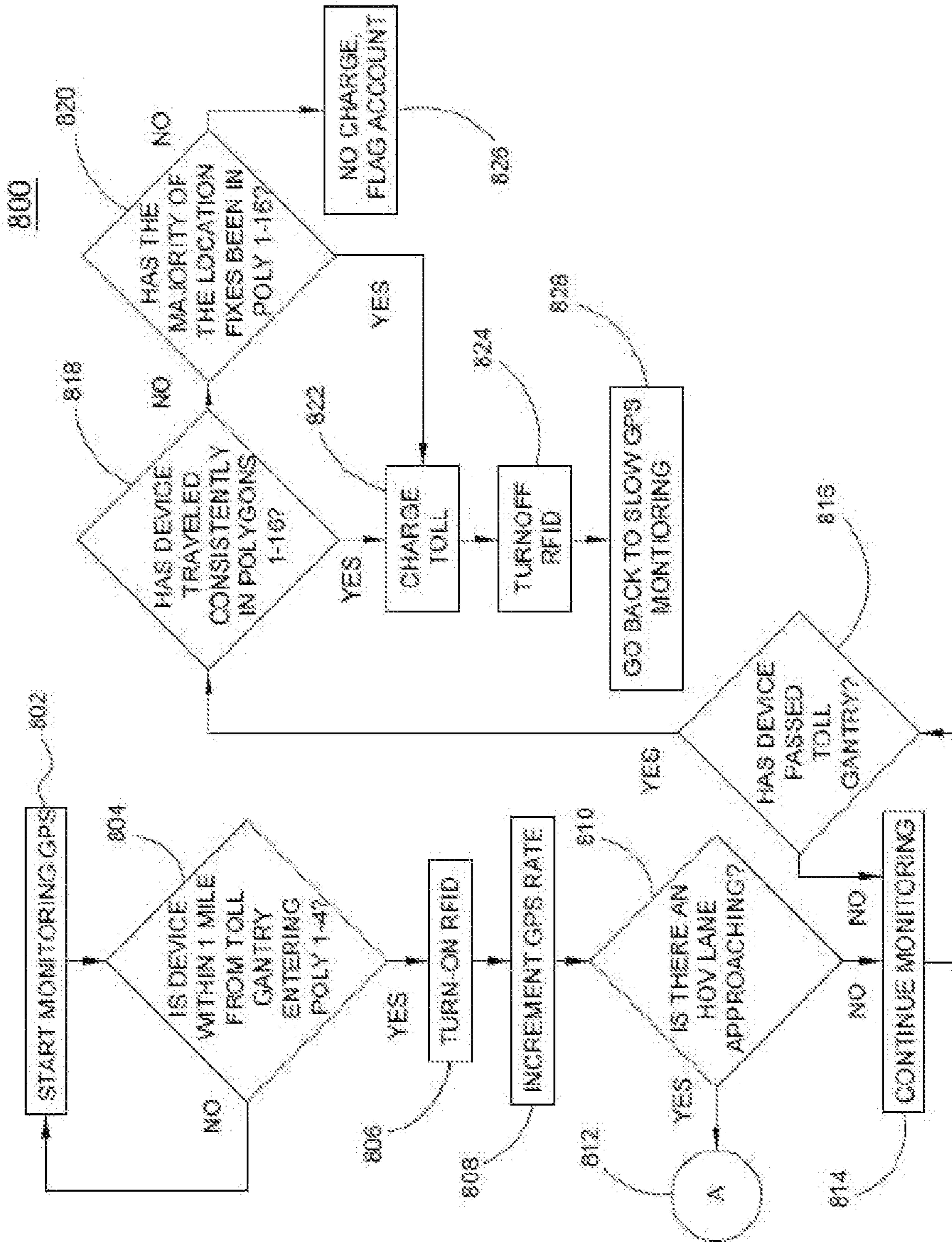


FIG. 8

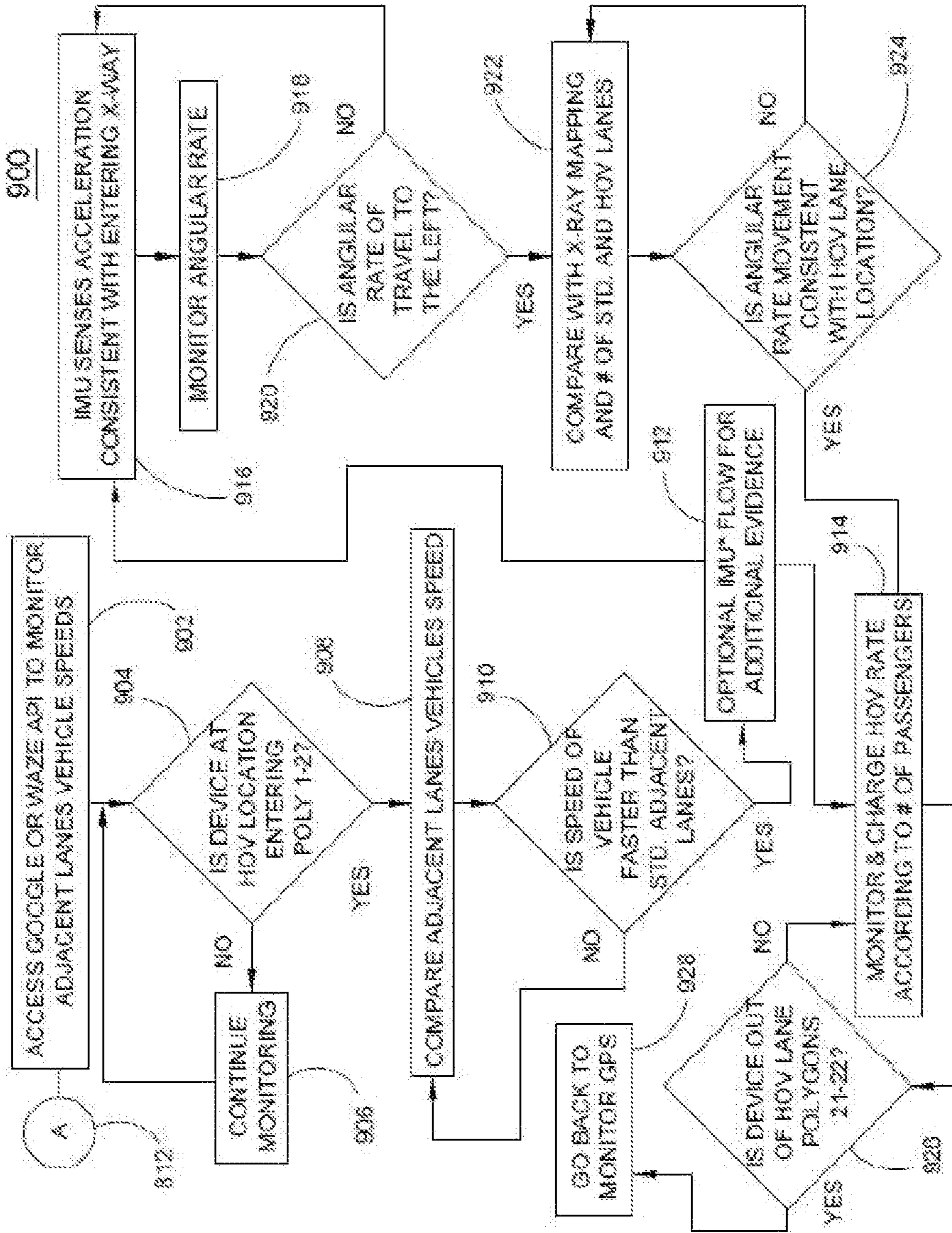
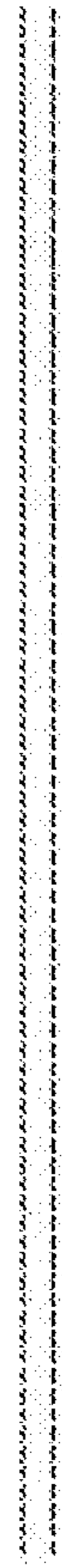
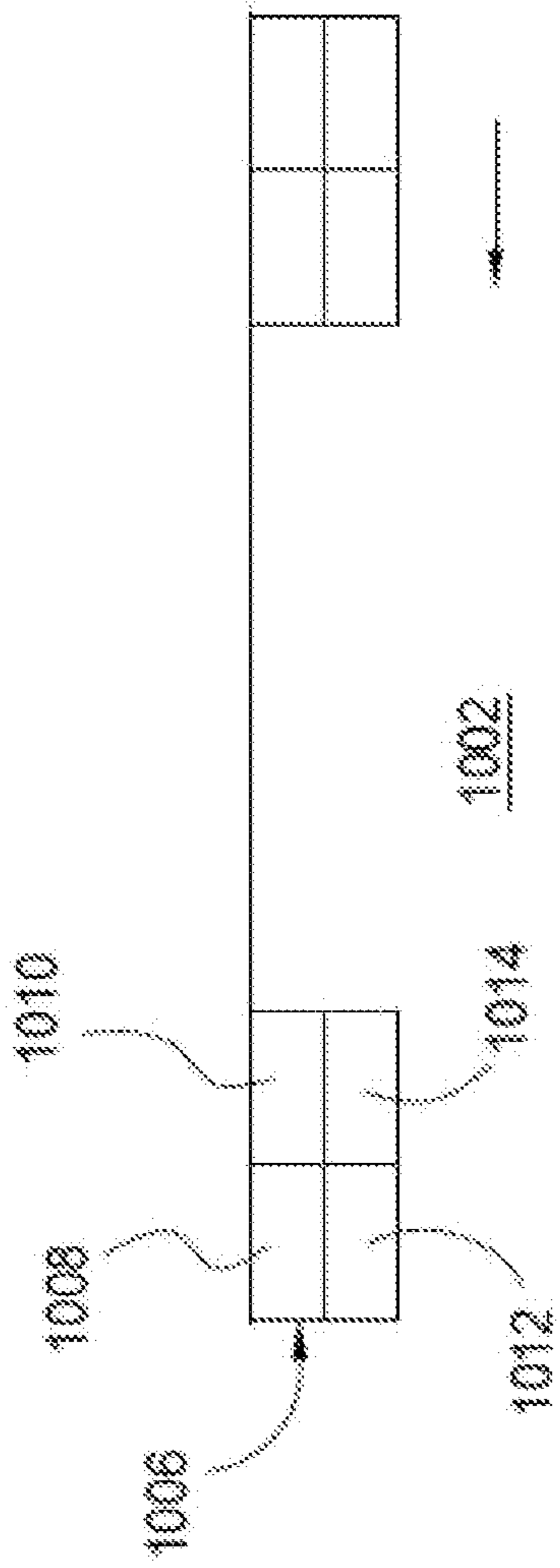


FIG. 9

1000



1004

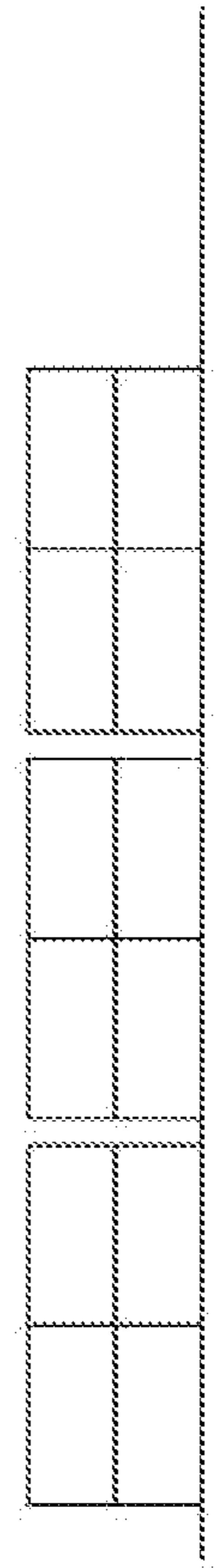


FIG. 10

1100

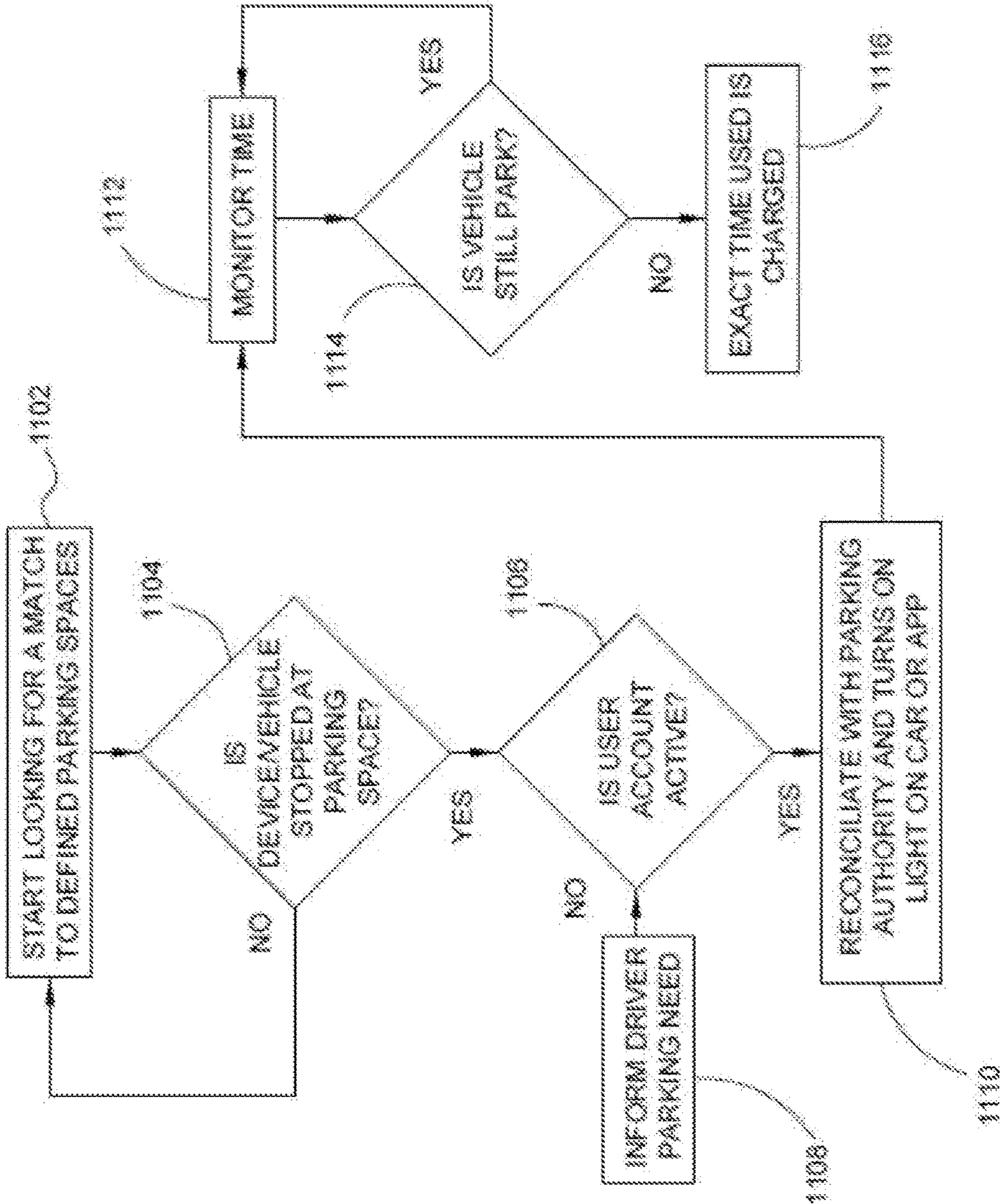


FIG. 11

1200

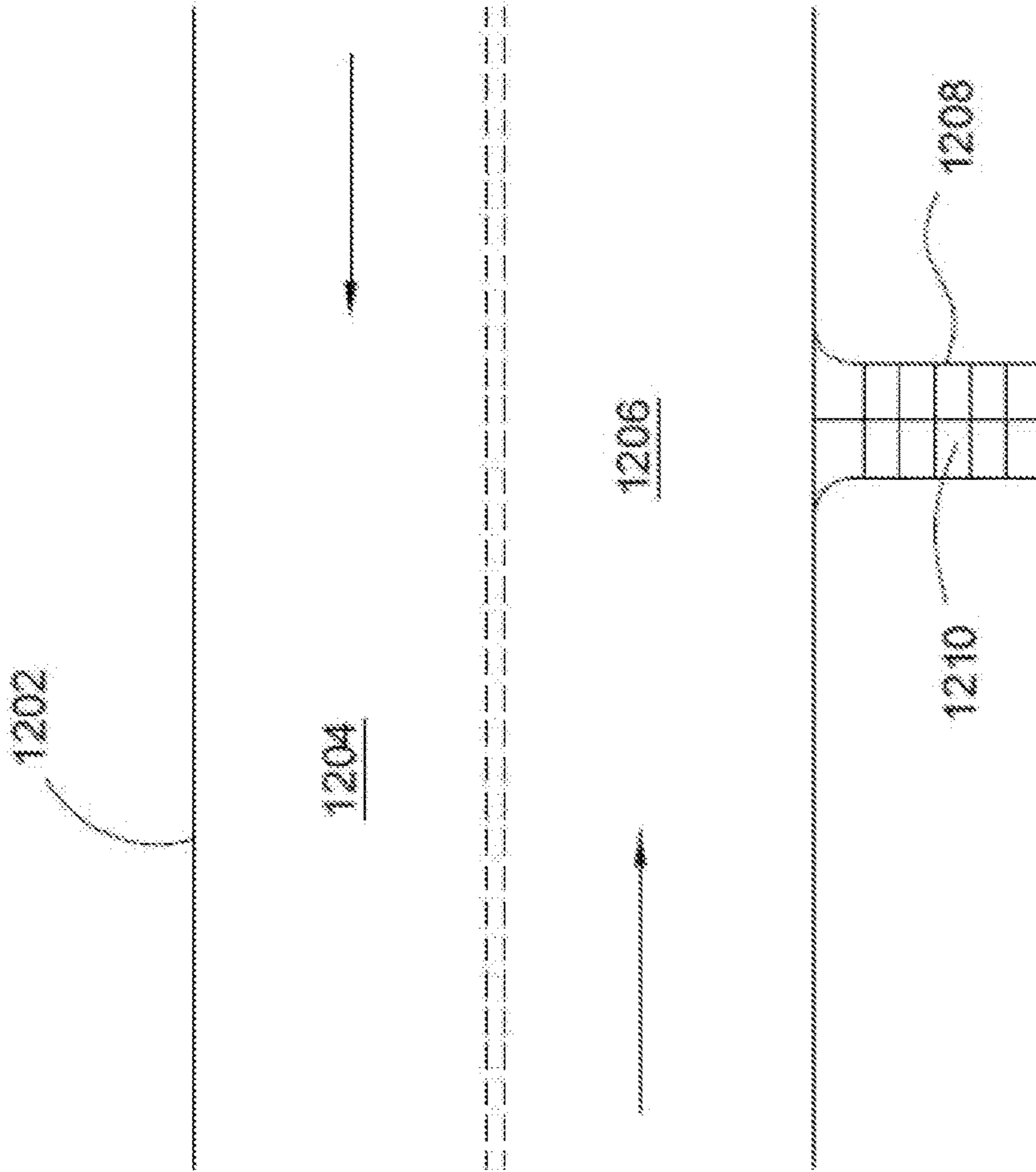


FIG.12

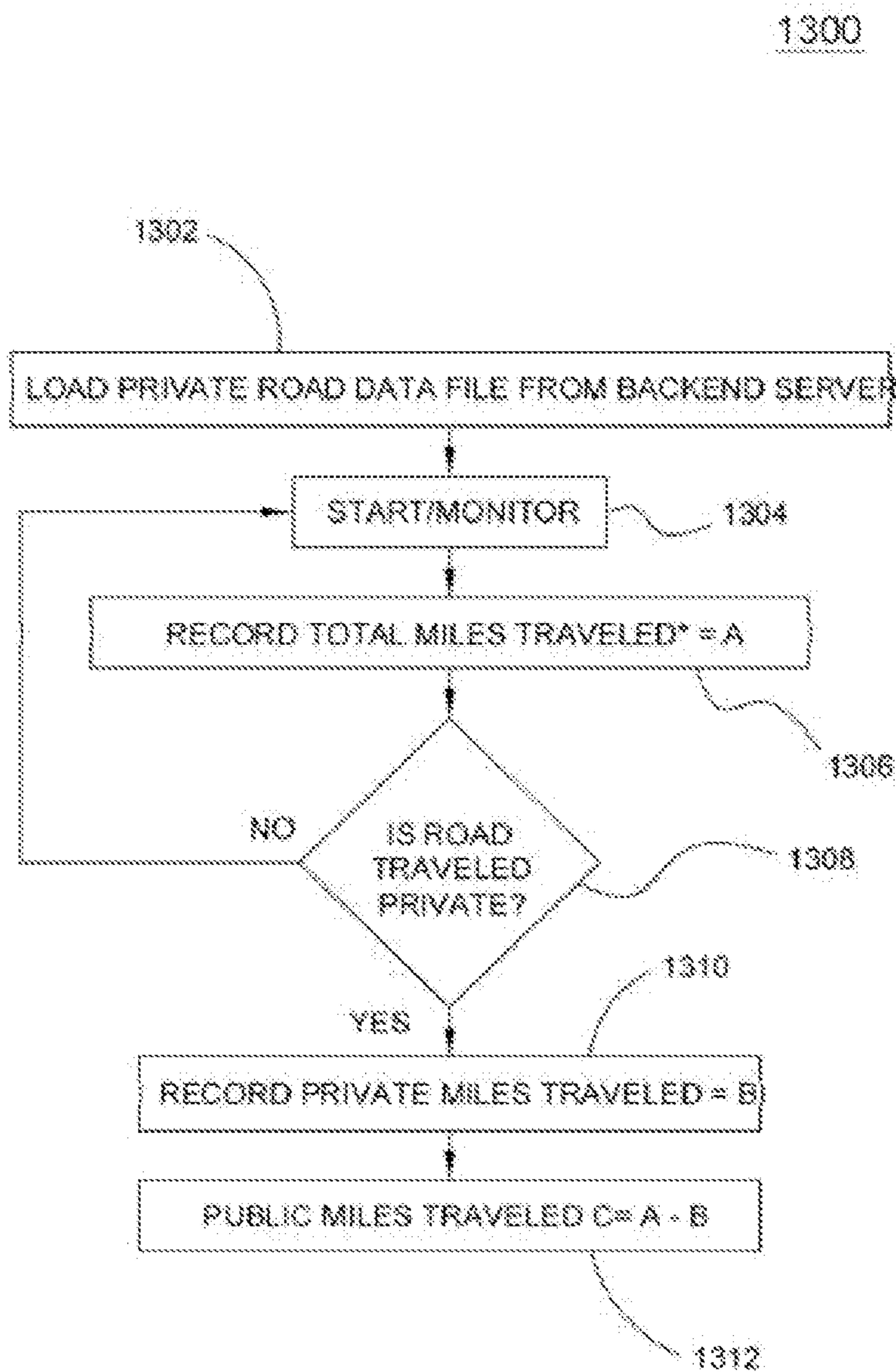


FIG. 13

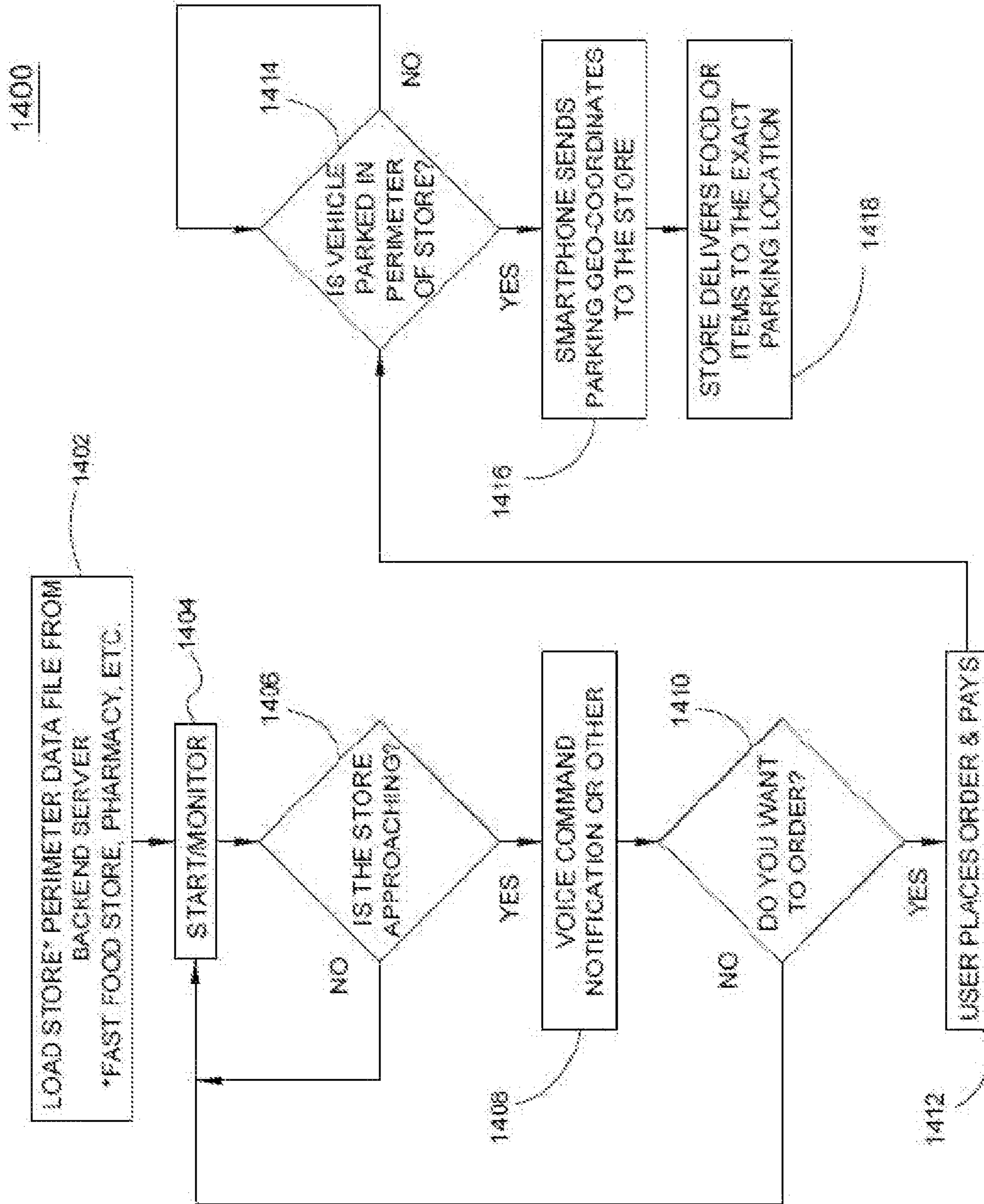


FIG. 14

1500

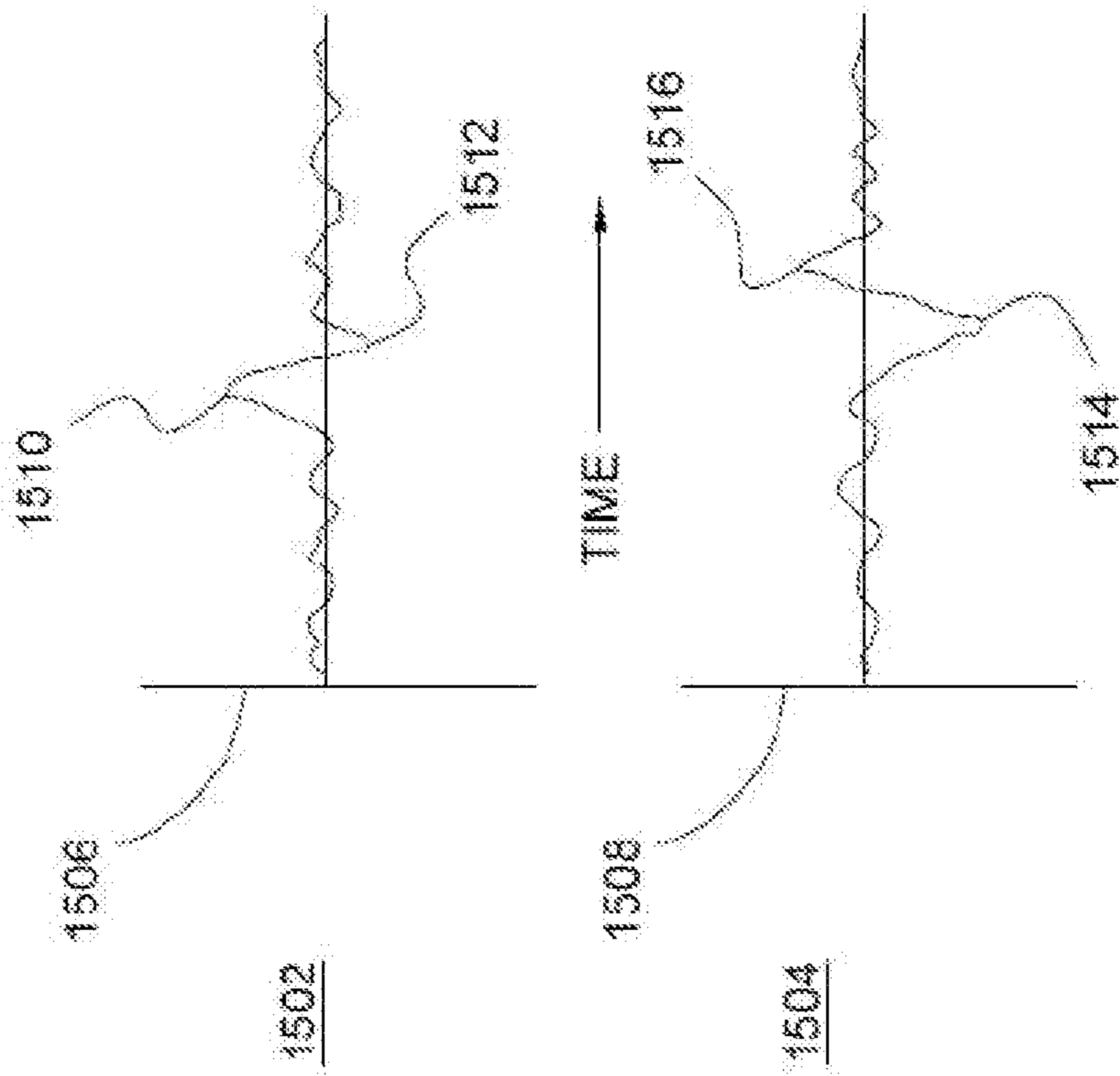


FIG. 15

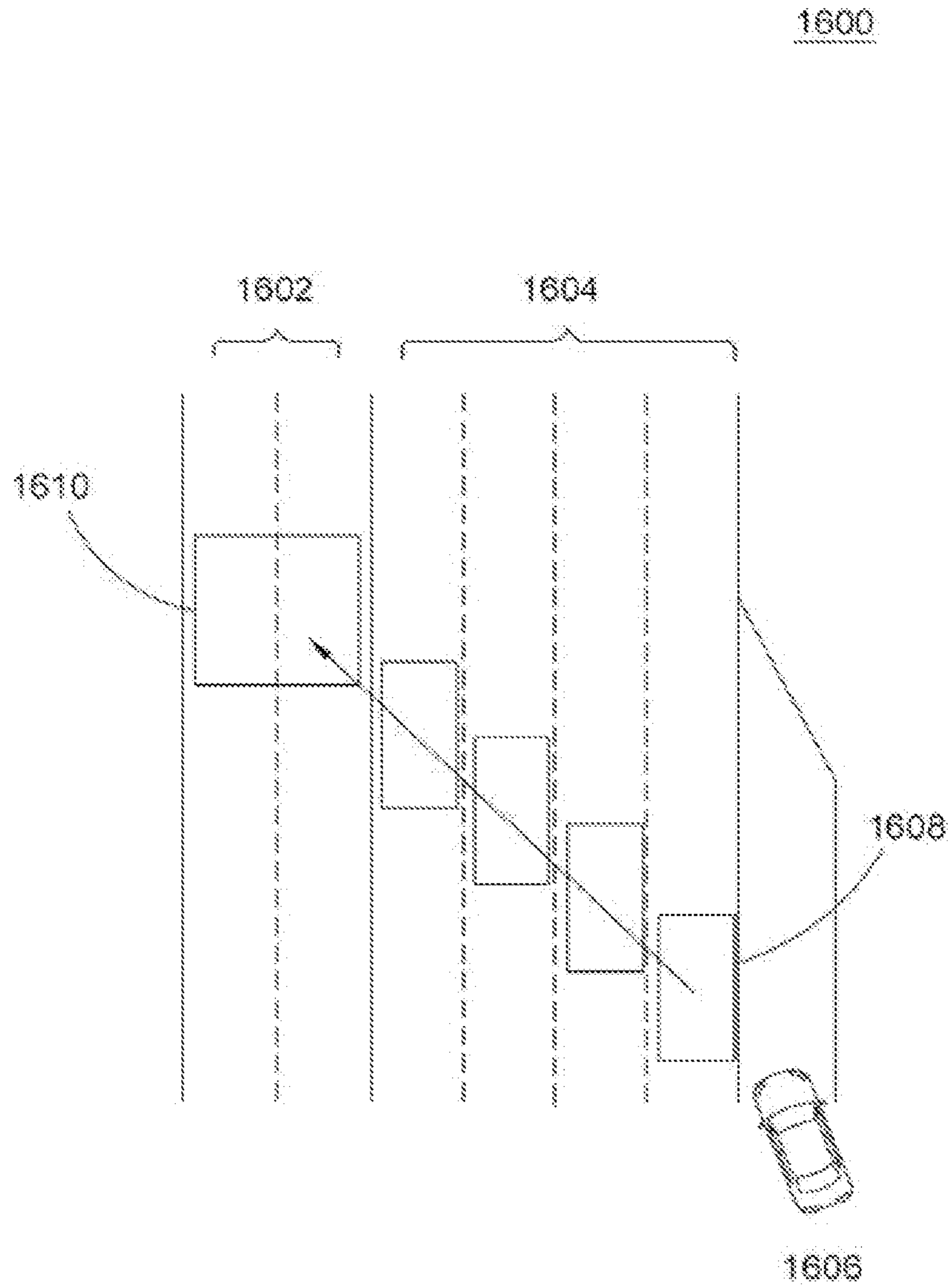


FIG. 16

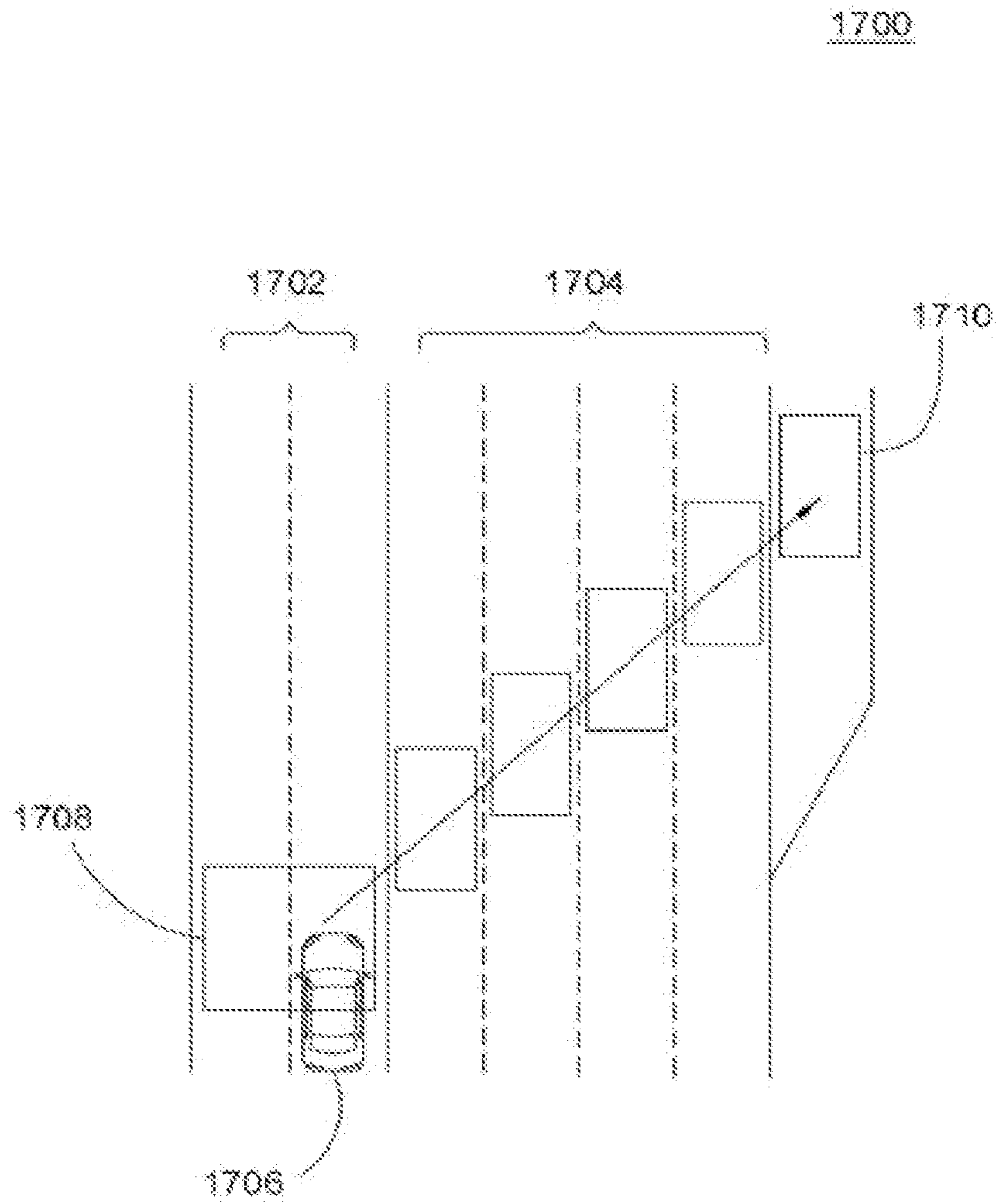
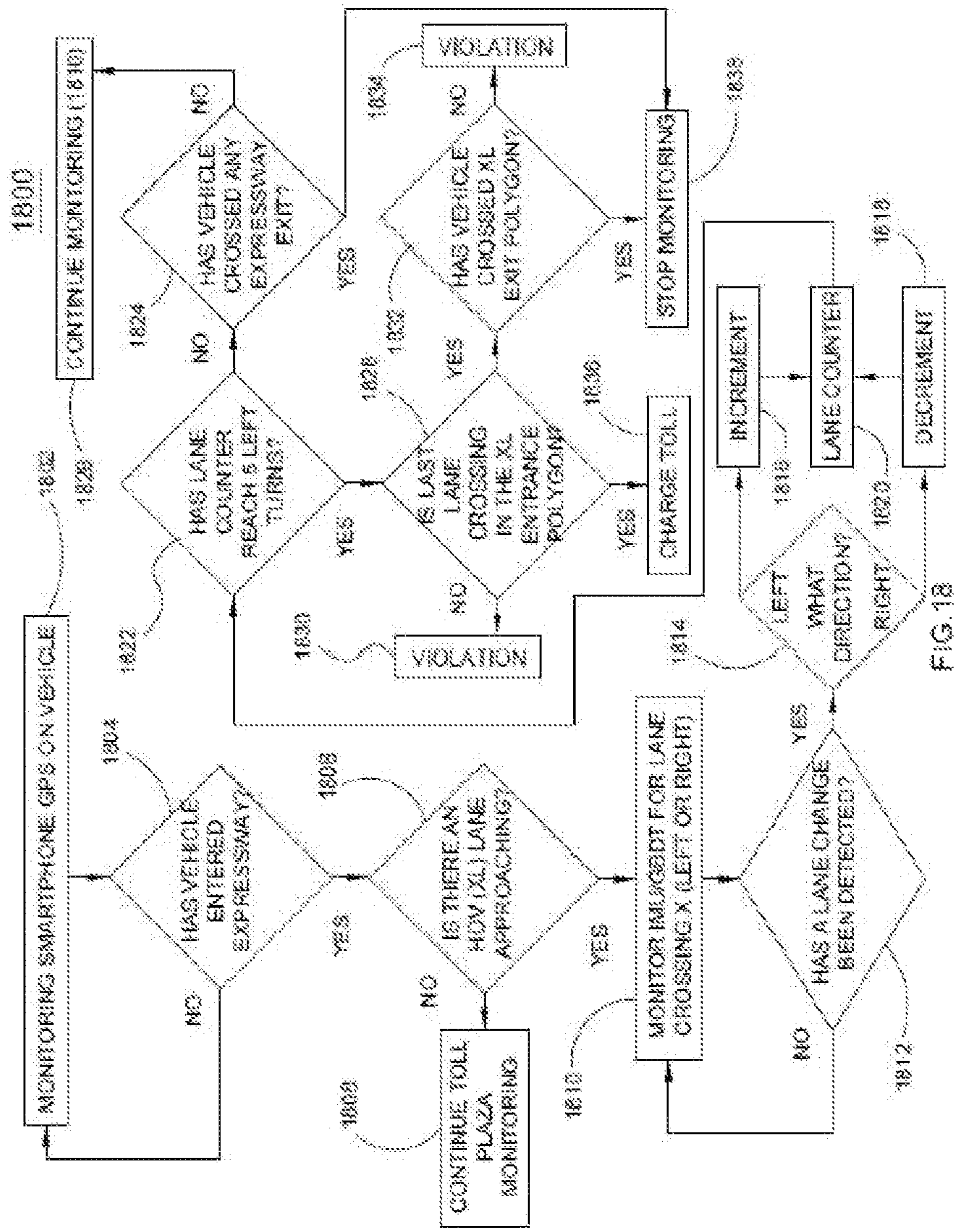


FIG. 17



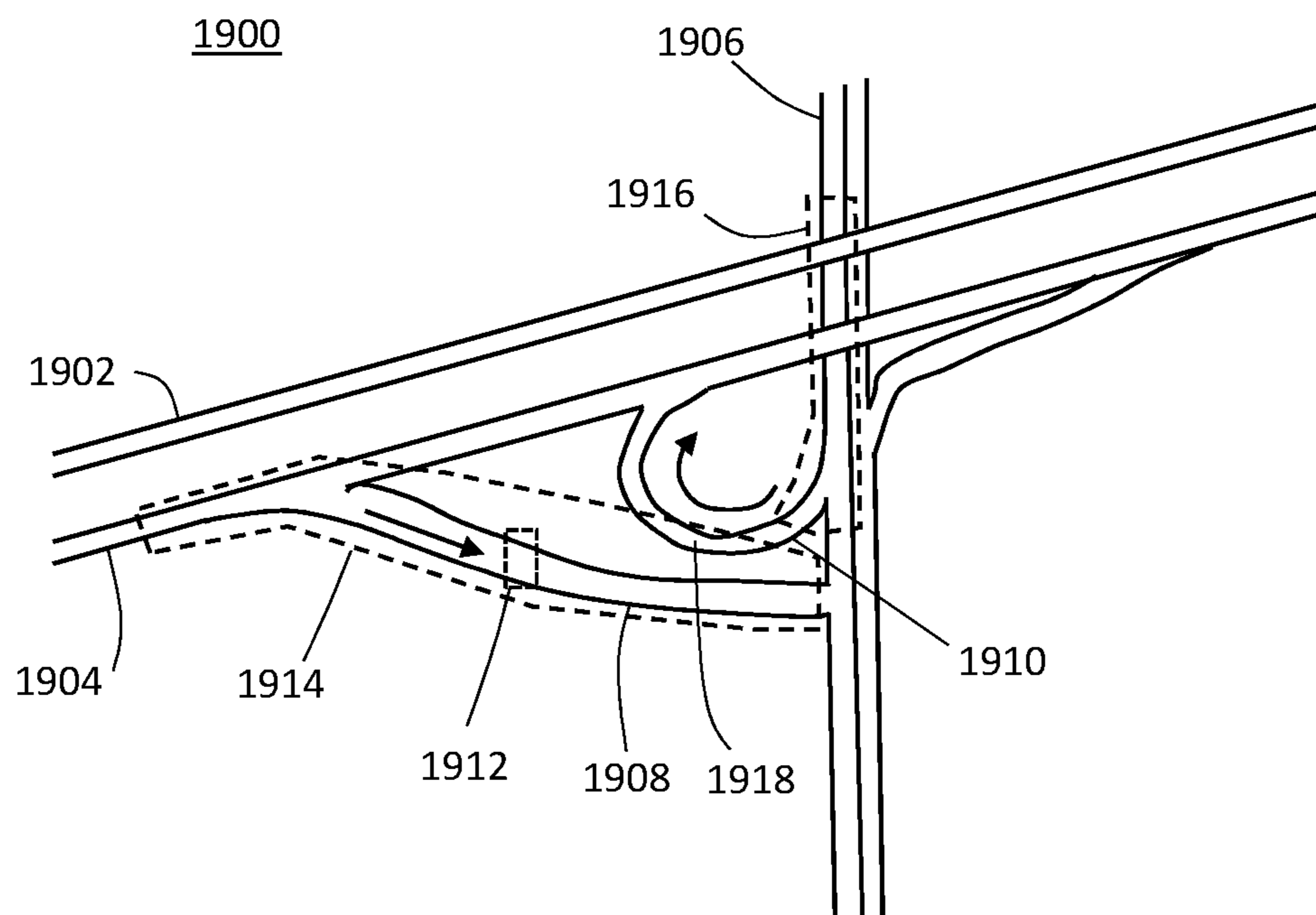


FIG. 19

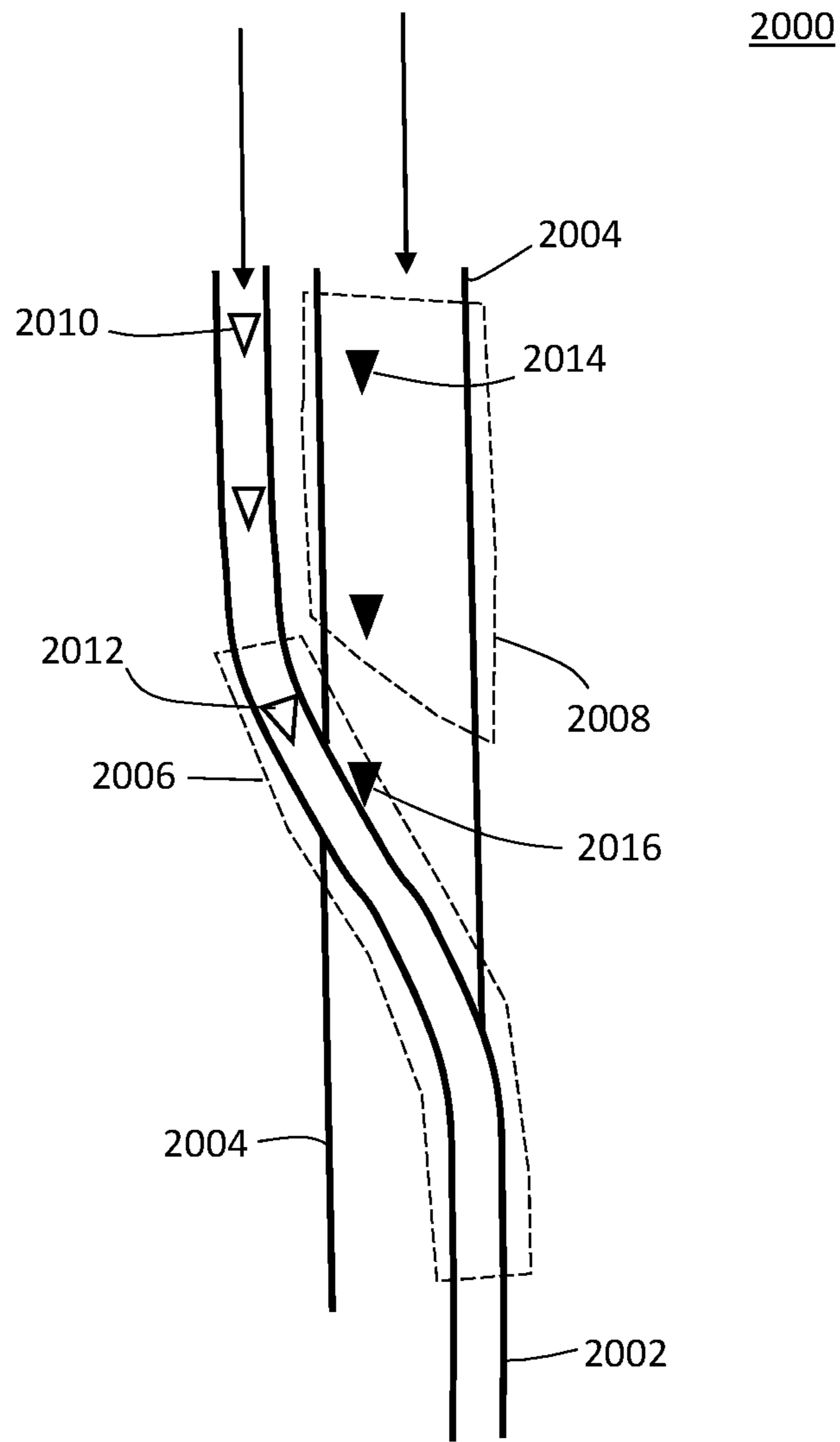


FIG. 20

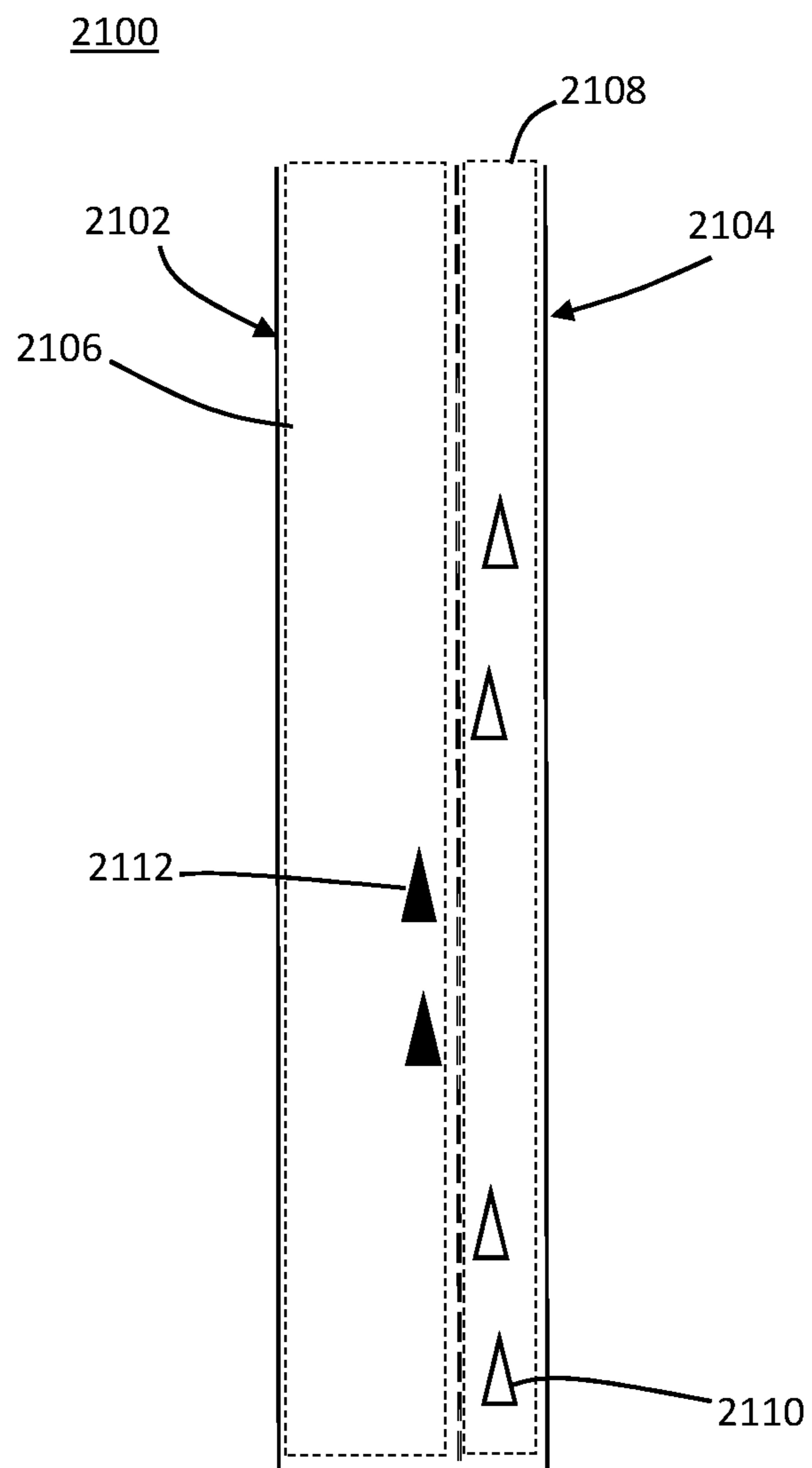


FIG. 21

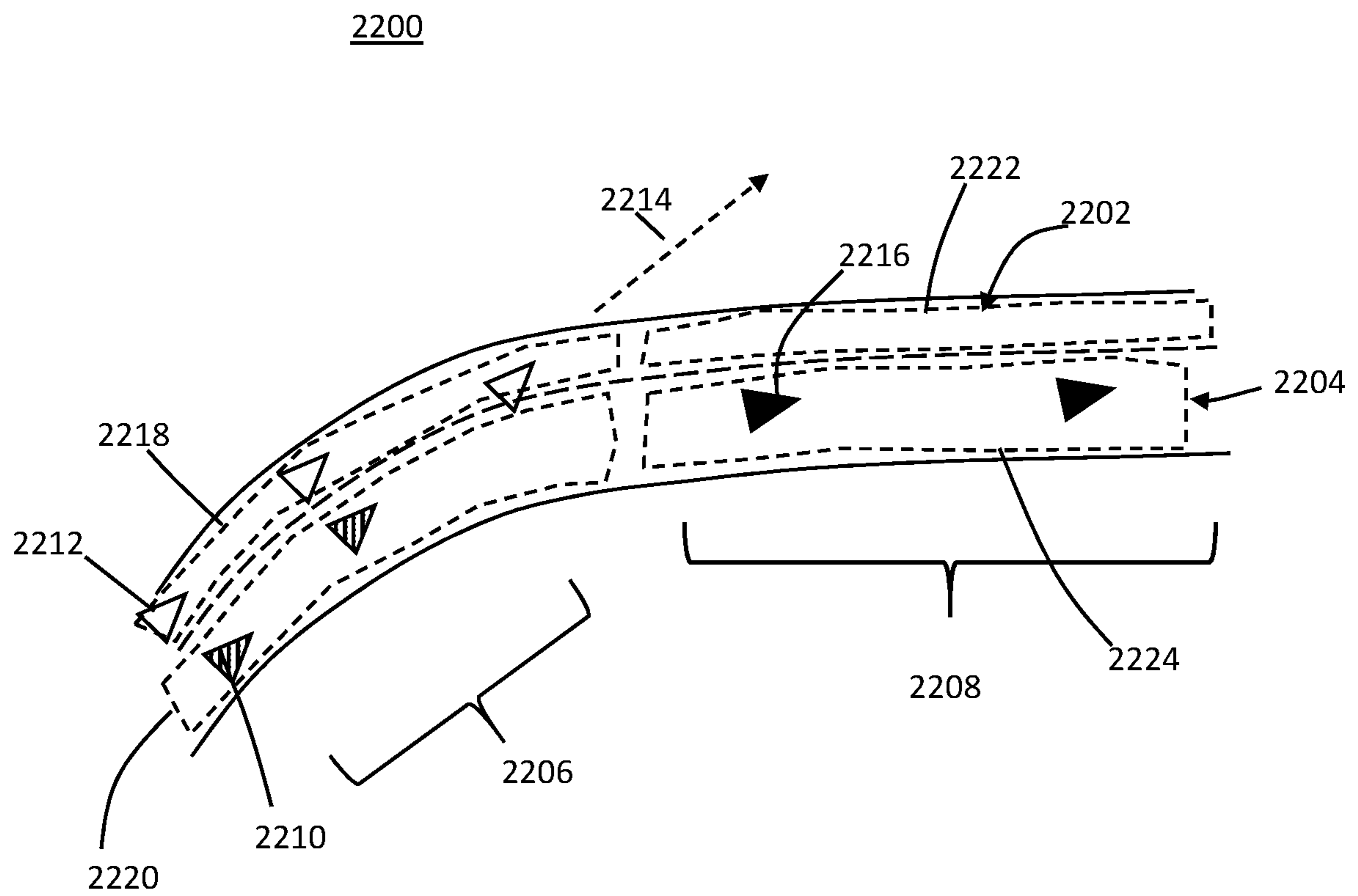


FIG. 22

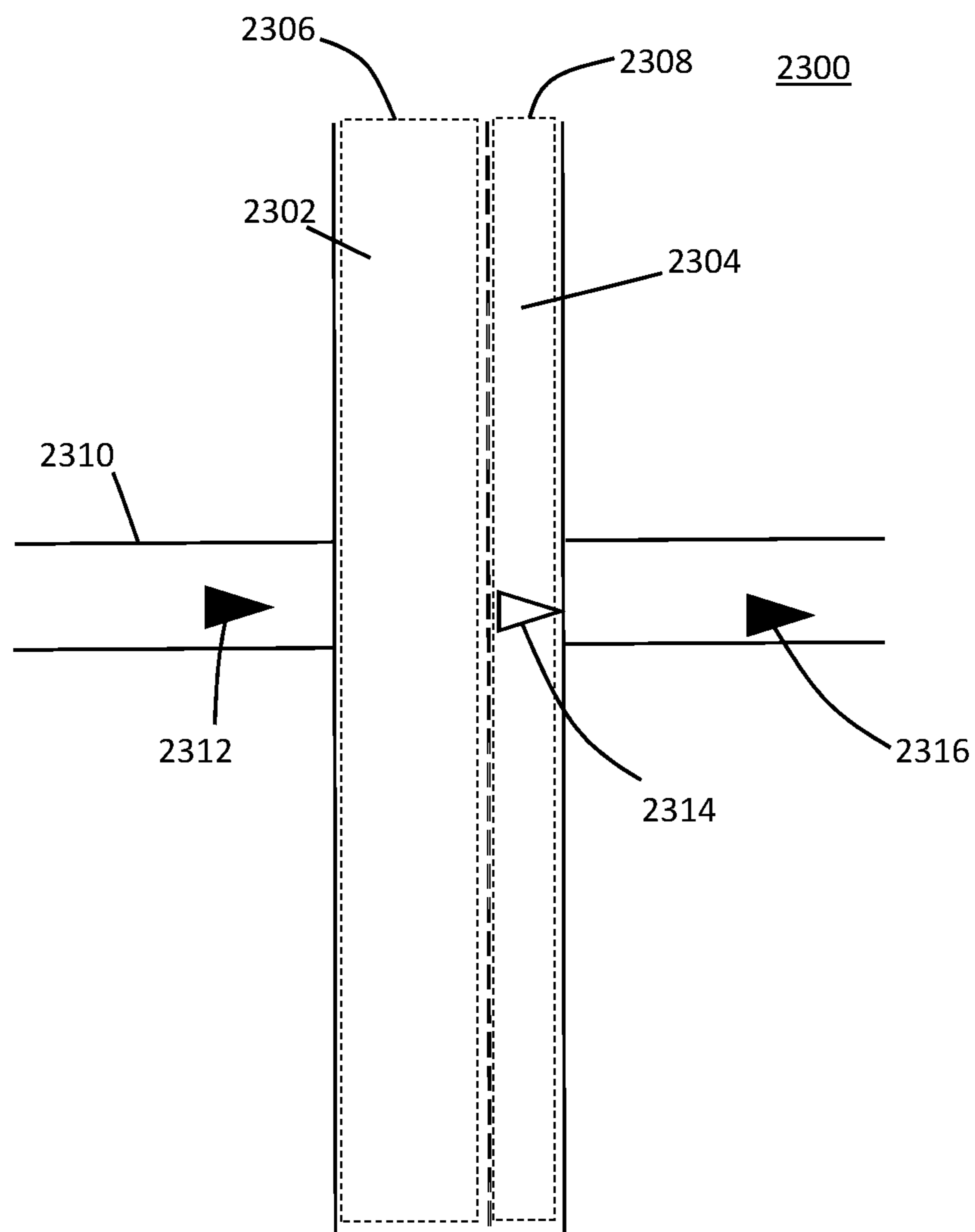


FIG. 23

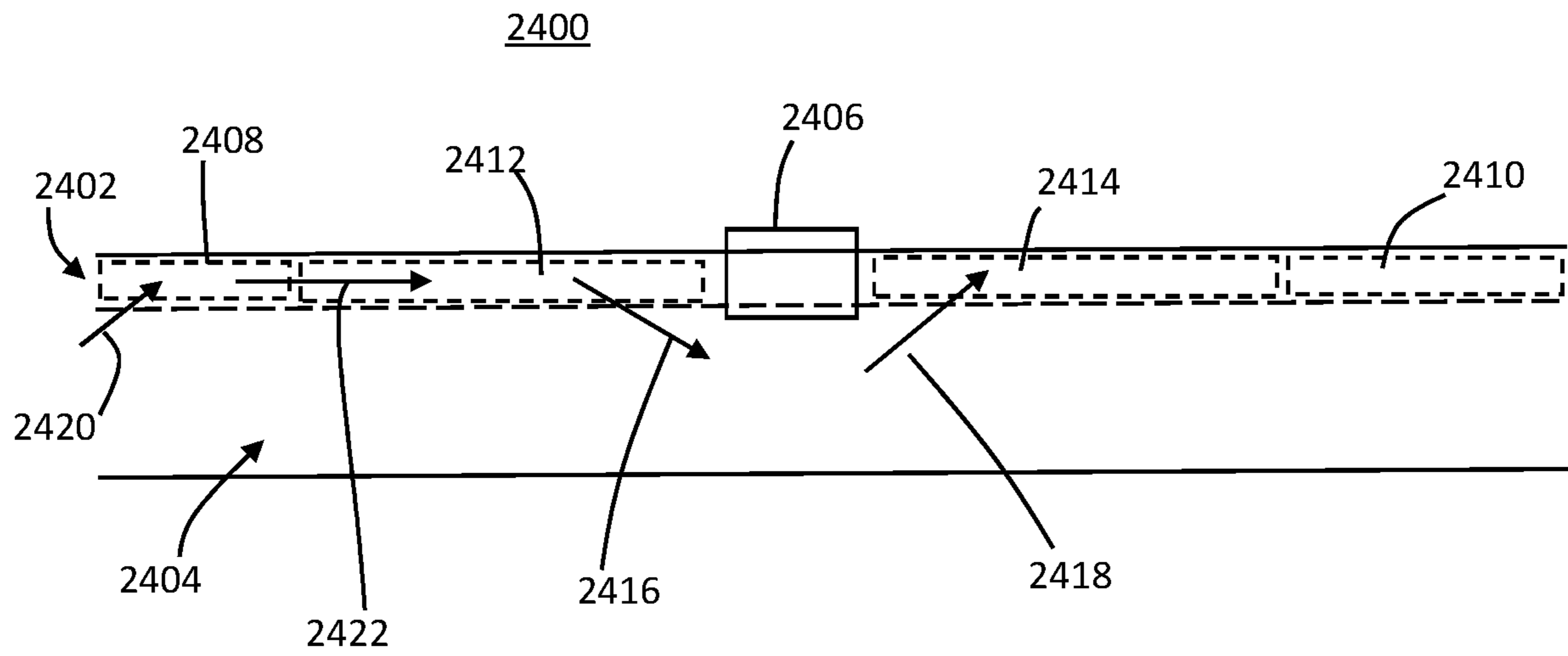


FIG. 24

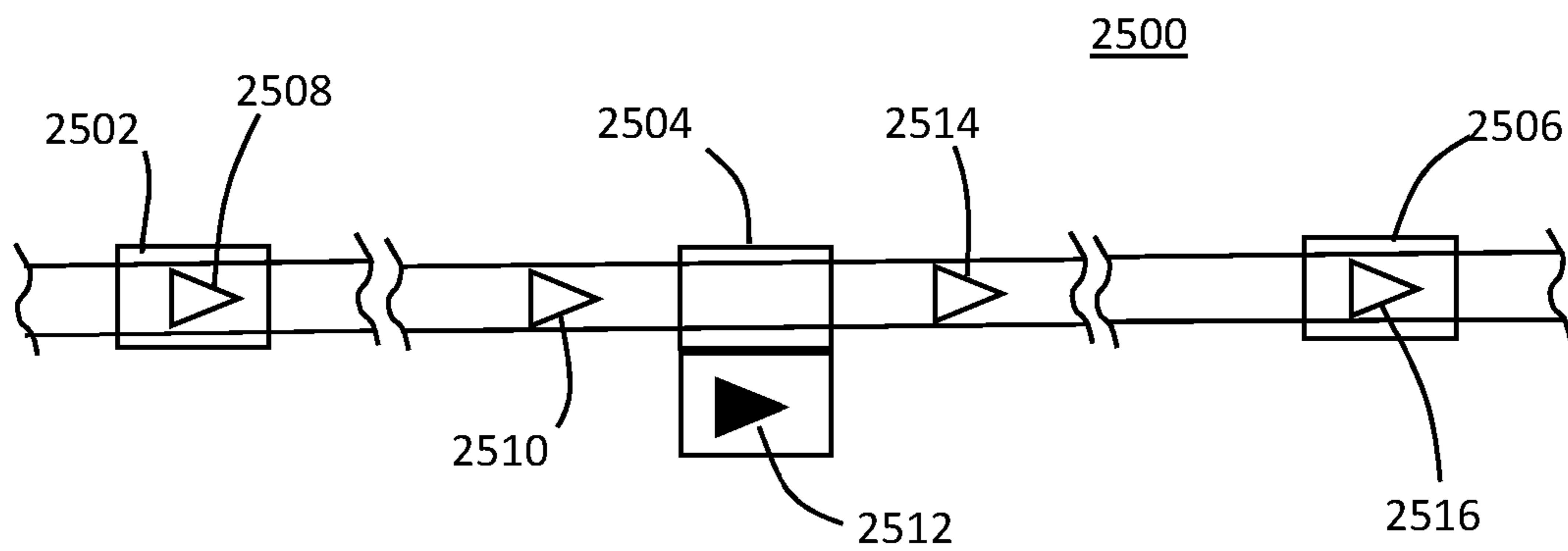


FIG. 25

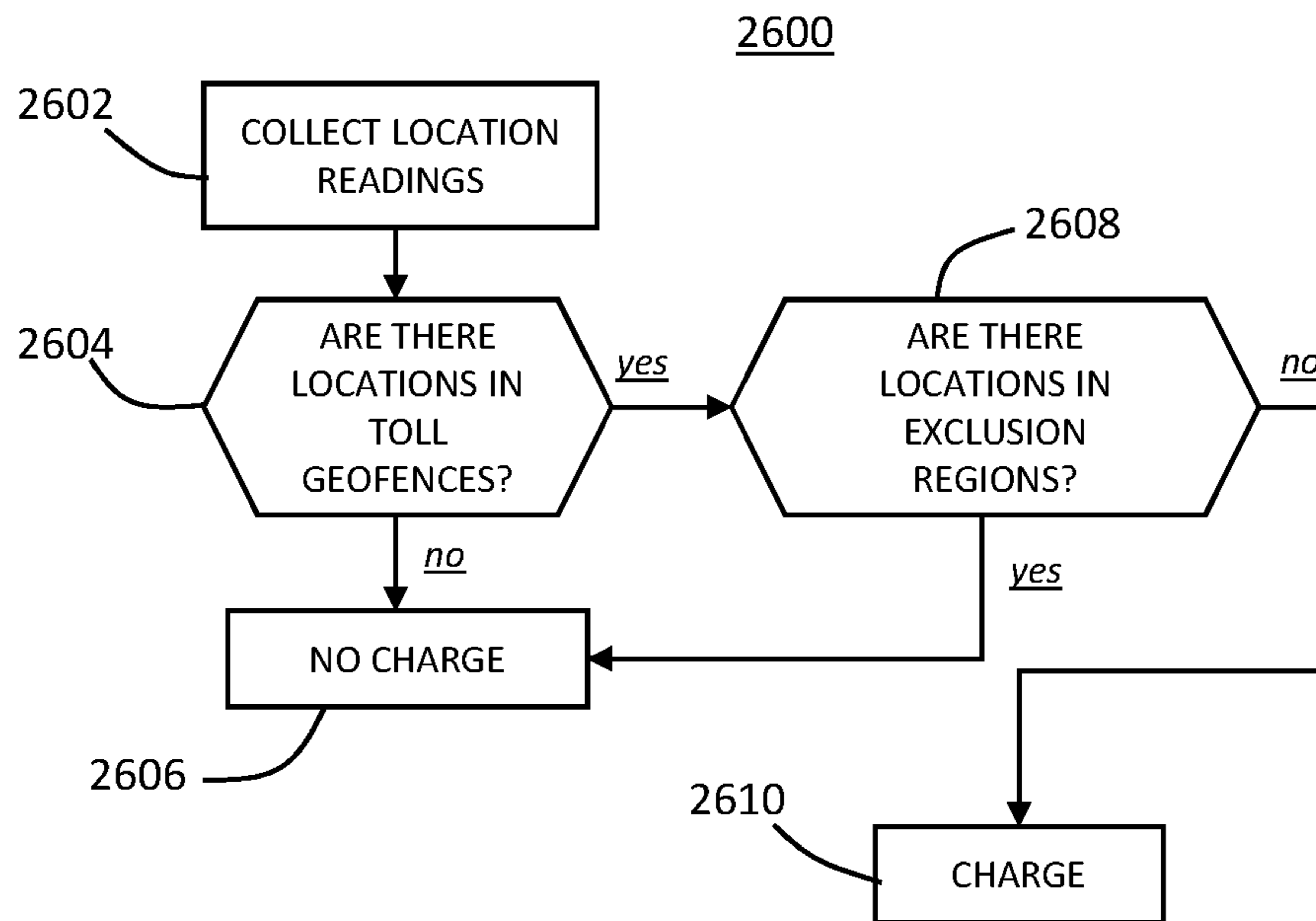


FIG. 26

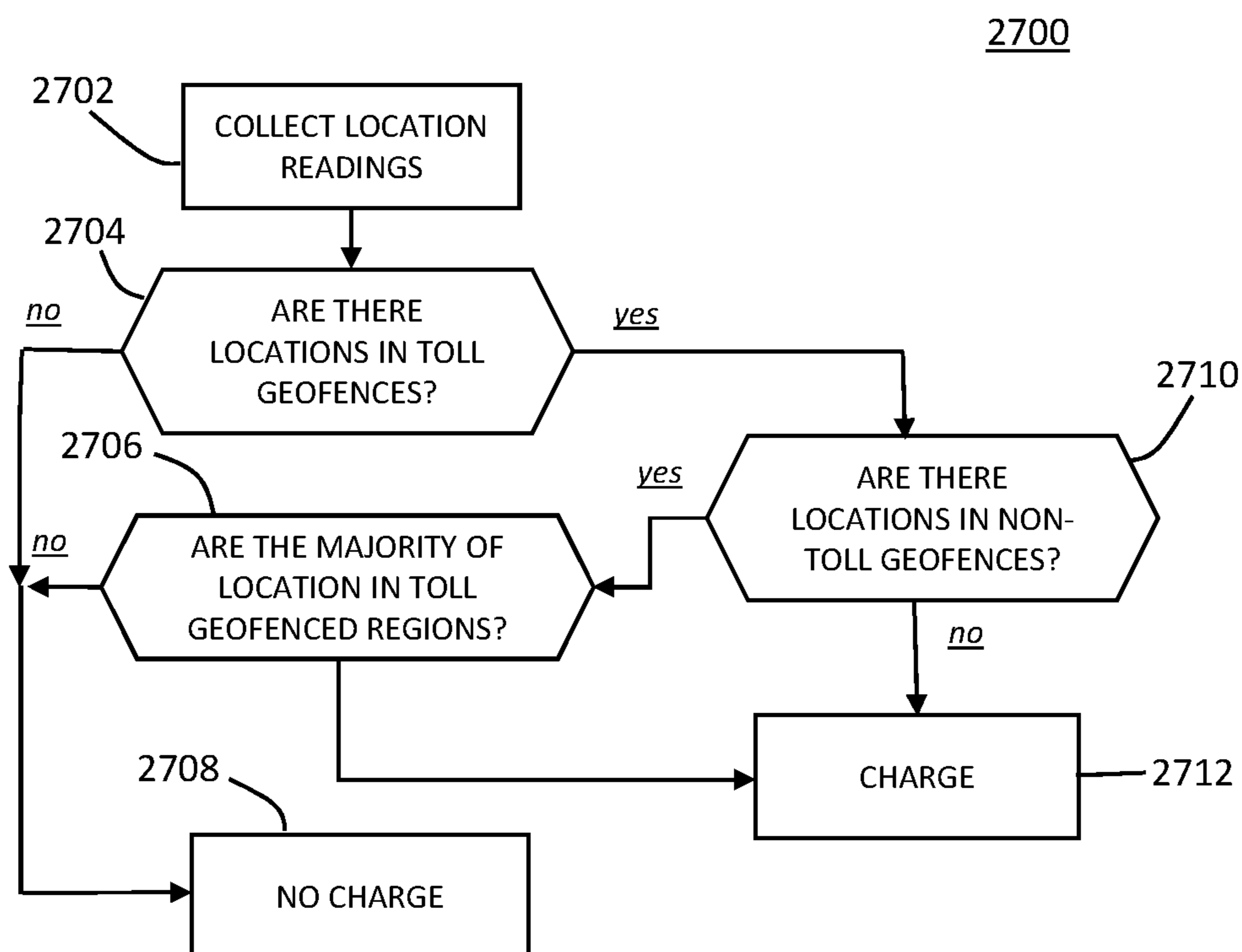


FIG. 27

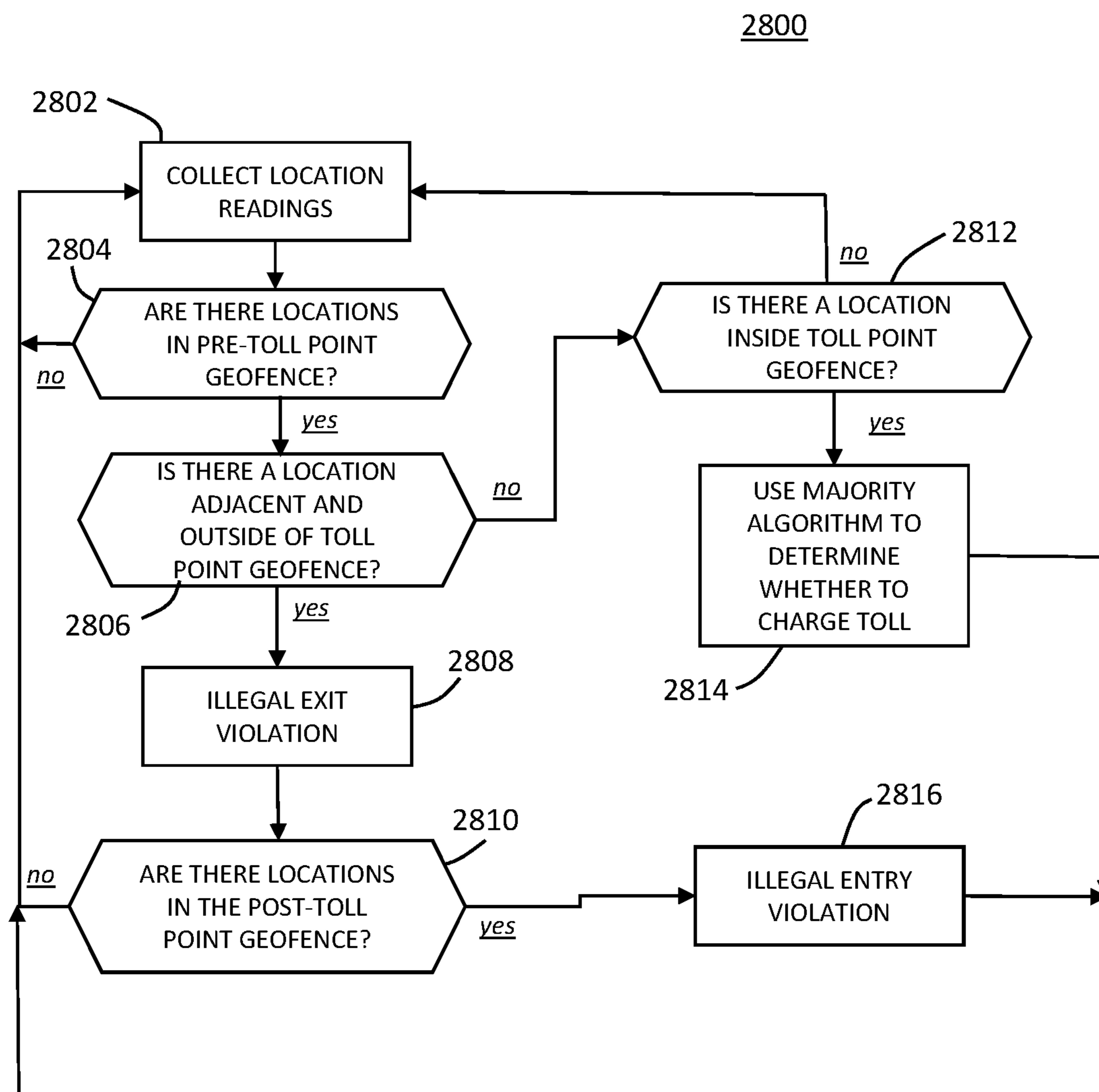


FIG. 28

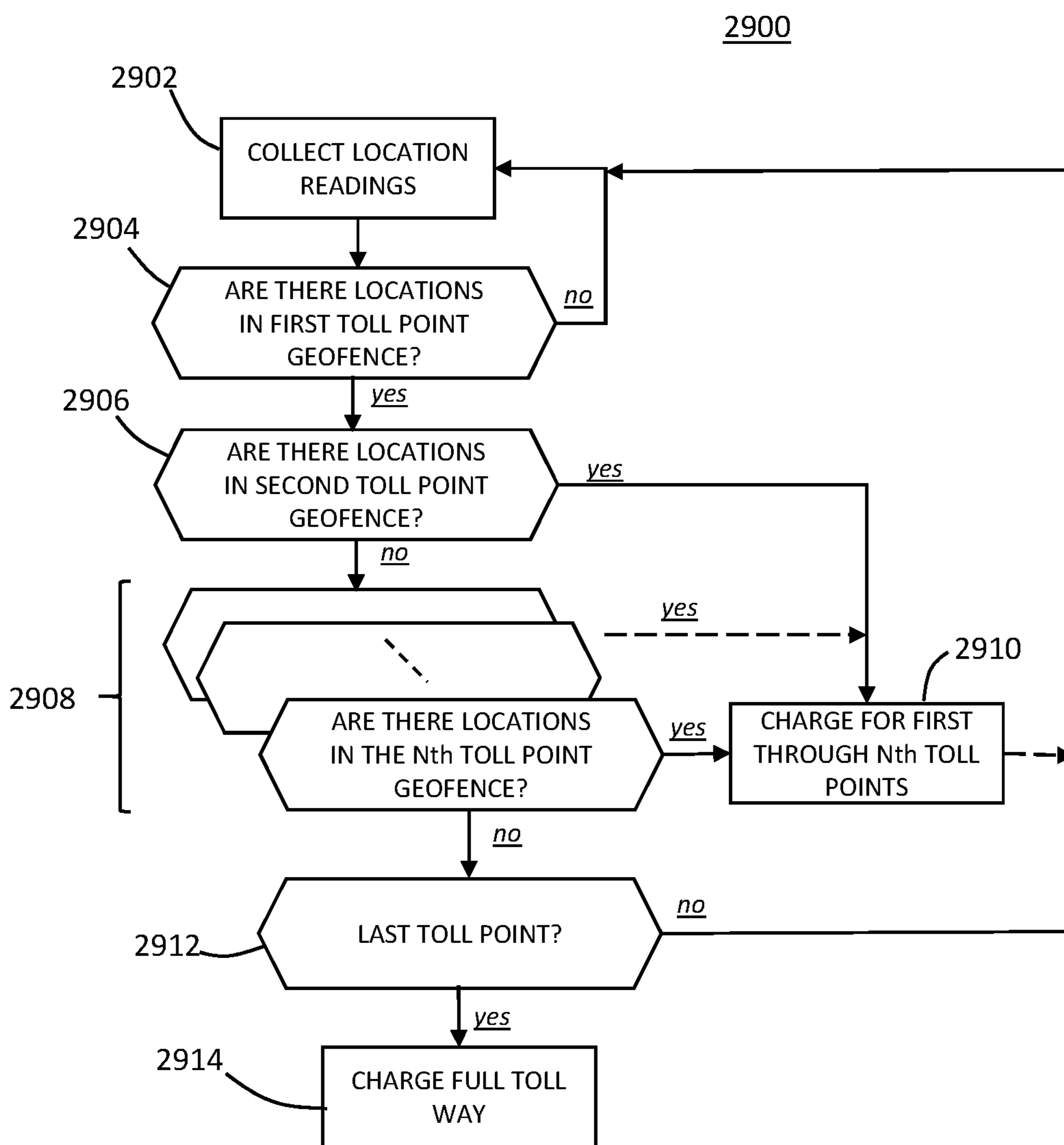


FIG. 29

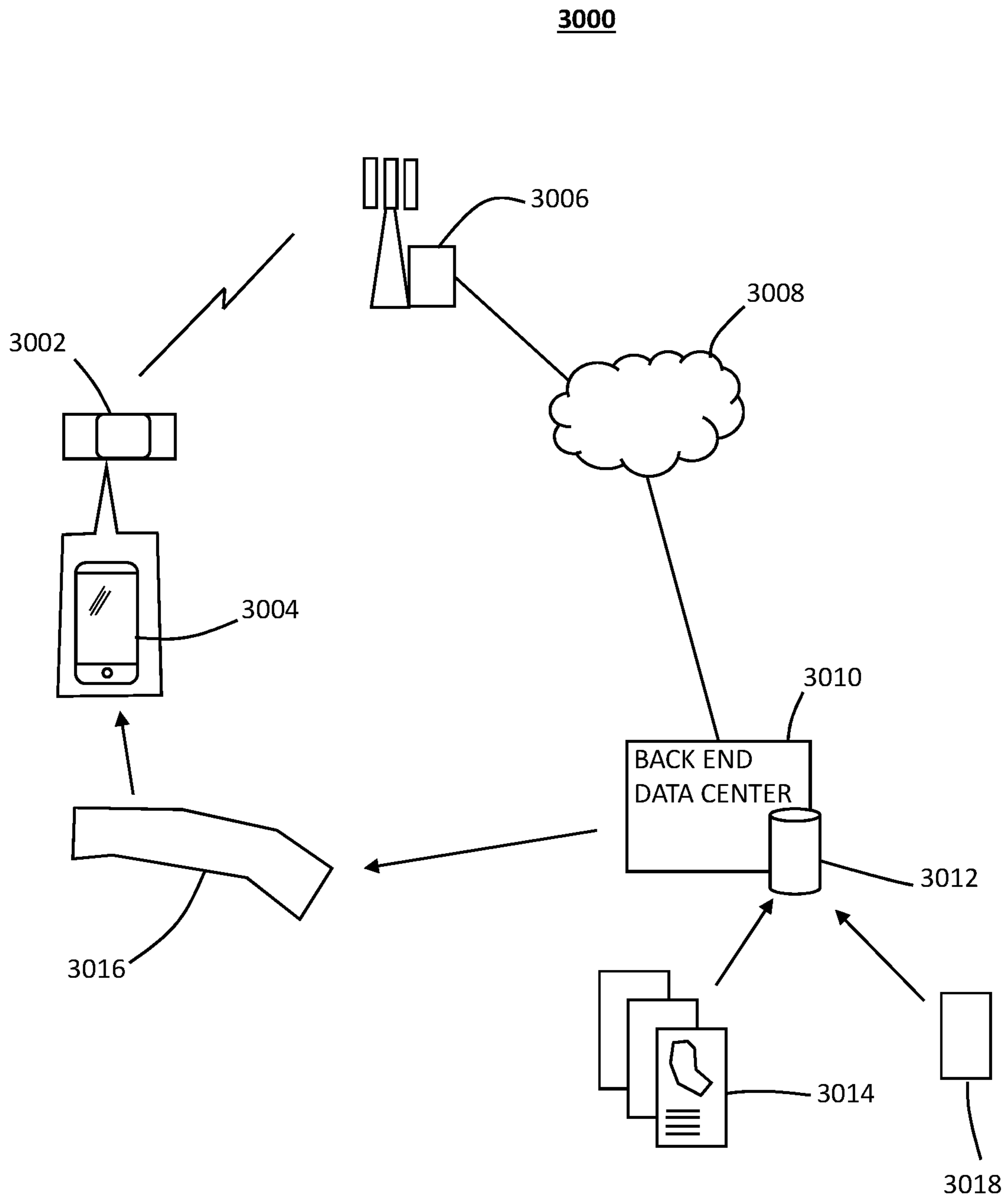


FIG. 30

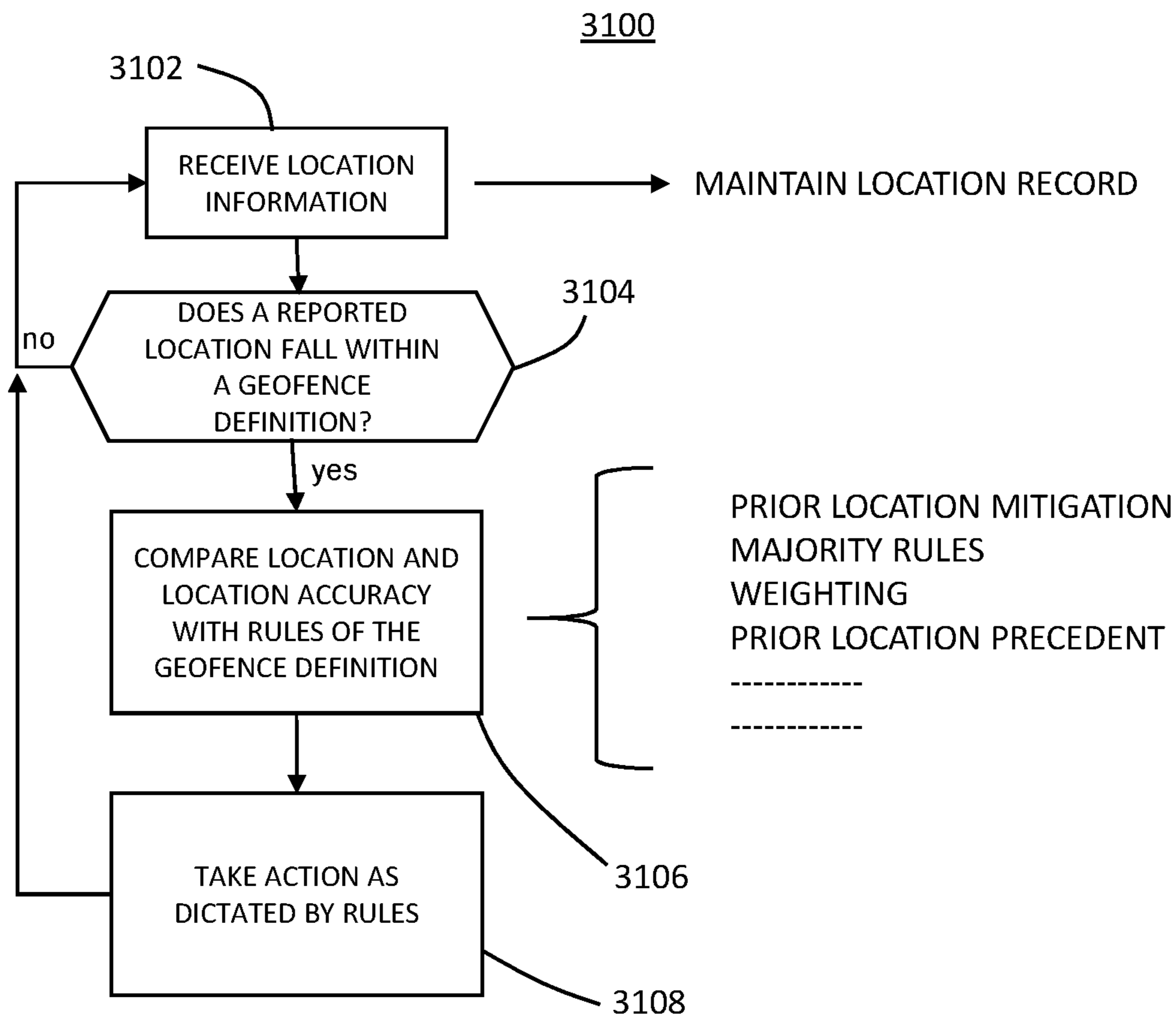


FIG. 31

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HIGH ACCURACY GEO-LOCATION SYSTEM AND METHOD FOR MOBILE PAYMENT

CROSS REFERENCE

This application is divisional of U.S. patent application Ser. No. 17/113,724, filed Dec. 7, 2020, which was a continuation in part of U.S. patent application Ser. No. 16/237,070, titled “High Accuracy Geo-Location System and Method for Mobile Payment,” filed Dec. 31, 2018, and further claims the benefit of provisional application No. 62/611,973, “High Accuracy Geo-Location System and Method for Mobile Payment,” filed Dec. 29, 2017. This application further claims the benefit of U.S. provisional application No. 62/943,938, titled “High Accuracy Geo-Location System and Method for Mobile Payment,” filed Dec. 5, 2019. The disclosures of each of these applications are hereby incorporated by reference.

FIELD OF THE DISCLOSURE

The present disclosure relates generally to tolling and parking payment systems, and more particularly to the use of novel techniques to derive high geo-location accuracy determination for dynamically defined tolling lanes and parking spaces for mobile payments.

BACKGROUND

The use of Global Positioning System (GPS) receivers in smartphones has revolutionized location based services since its inception. However, there have been incidents where the relatively low location accuracy (or lack thereof) of GPS has caused loss of lives. The relatively low accuracy has also meant that GPS, in the past, has limited the range of location-based applications. One such application navigation tracking, and determining which lane of a multi-lane roadway a vehicle is traveling in. Have the location accuracy to determine which lane a vehicle is in would enable determining when a vehicle is in a High Occupancy Vehicle (HOV) lane. The best theoretical accuracy for existing GPS is on the average of 5 to 15 meters, and it can vary depending on the surroundings (obstacles to line-of-sight from the satellites), the devices (type) used; the weather and many other factors, with an average worst case of 30 to 40 meters. HOV lane use and verification, and many other applications, need much better accuracy performance to ensure a vehicle is actually in an HOV lane, as well as to determine when a vehicle is not in an HOV lane. As used herein, and HOV lane a lane of a multi-lane roadway, typically on a highway or freeway, that normally requires payment of a toll or fee to use. However, if a vehicle has multiple people in it, a discount on that toll/fee may be applied to reduce the toll/fee.

One reason the existing location accuracy varies so much is because commercial GPS has been derived from the classic L1 signal transmitted from existing satellites. This signal is influenced easily by multipath reflections and interference in unfavorable and obstructive conditions, hence not providing the shortest signal path to the GPS receiver, instead a glob of multipath signals (e.g. signal echoes produced by the signal being reflected by large structure, both natural and man-made) create the highly varying average accuracy. However, there is a recently new mass-market GPS chip that became available to smartphones in 2018 which increased accuracy to ~30 centime-

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ters. This new chip takes advantage of another signal now available in the new generation of satellites called L5. This signal also provides satellite location and timing synchronization information, but the new signal has almost twice the power of the L1 signal, and it uses a more robust modulation at a different frequency which decreases interference and improves multipath rejection making it easier for the GPS receiver to acquire the L5 signal. This, in combination with the more power and efficient chip manufacturing process, the improved smartphone power saving architectures, and the availability of more new satellites with the L5 signal, allows for a new tier of location-based applications and services.

HOV toll lanes or express toll lanes for multi-occupancy vehicles can provide an effective way to bypass traffic for the user; and for the agency, a way to generate additional funding for the construction of new roads. HOV lanes may charge full price for single occupancy vehicles, half price for high occupancy vehicles with two or more occupants and nothing for high occupancy vehicles with three or more occupants. However, HOV lanes take a long time to be constructed and they do not resolve the traffic congestion problem if there is an accident or construction in the lane because there is no way to dynamically redefine an HOV lane.

Similarly, a problem exists with parking spaces. Parking lots and spaces conventionally require some infrastructure, such as lot attendants, meters, or centralized payment kiosks. In some places drivers can pay by phone for a specific parking spot, but these all still require the physical delineation of parking spaces. Present GPS accuracy is not good enough to identify a given parking spot when a vehicle pulls into a specific space without a considerable settling time to average location determinations, which is typically longer than a person is willing to wait before exiting and leaving the vehicle.

Other vehicle-related services will greatly benefit from higher accuracy GPS, such as, for example, the ability to distinguish between private and public roadways in order to determine a road usage tax, which is being given increasing consideration as the number of electric vehicles, which do not pay taxes through the purchase of gasoline, increase. Furthermore, services such as “curbside” delivery can be enabled by higher accuracy GPS, allowing a driver to drive into a specific parking/waiting space on a merchant’s grounds, indicate their space to a merchant, and have goods brought out to their specific parking space.

Since it will take some time for all of the models to adapt the new chip technology, there is a need for solutions that improve GPS accuracy in tolling with the L1 signal alone. Accordingly, there is a need for a method and apparatus to improve location accuracy for a variety of vehicular-related applications.

BRIEF DESCRIPTION OF THE FIGURES

The accompanying figures throughout the separate views, together with the description below, and are incorporated in and form part of the specification to further illustrate embodiments of concepts that include the claimed invention and explain various principles and advantages of those embodiments.

FIG. 1 is a system diagram for a geo-location payment system for vehicular applications, in accordance with some embodiments;

FIG. 2 is a flow chart diagram of a method for High accuracy GPS device algorithm for continuous enforcement HOV lane, in accordance with some embodiments;

FIG. 3 is a location polygon mapping for defining location polygons corresponding to a physical traffic lane, in accordance with some embodiments;

FIG. 4 is a flow chart diagram of a method for High accuracy GPS data file tracking preparation backend algorithm, in accordance with some embodiments;

FIG. 5 is a location polygon mapping showing a temporary deviation from a defined HOV/tolling lane due to an obstacle, in accordance with some embodiments;

FIG. 6 is a flow chart diagram of a method of alerting an operator of a vehicle in a defined HOV/tolling lane that there is a deviation in the defined HOV/tolling lane, in accordance with some embodiments;

FIG. 7 is a flow chart diagram of a method for transmission of HOV/tolling lane data to reduce battery drain at the cellular telephone device, in accordance with some embodiments;

FIG. 8 is a flow chart diagram of a method for determining a toll charge for either a HOV or a tolling traffic lane, in accordance with some embodiments;

FIG. 9 is a flow chart diagram of a continuation of the method in FIG. 8, in accordance with some embodiments;

FIG. 10 is a plan view of street having defined physical parking spaces and defined virtual location polygons corresponding to the physical parking spaces for a parking application, in accordance with some embodiments;

FIG. 11 is a flow chart diagram of a method of operating a parking application using location polygons, in accordance with some embodiments;

FIG. 12 is a plan view of a public street or roadway to which a private street or roadway joins where location polygons are used to define the private roadway to avoid a road use charge when a vehicle is on the private roadway, in accordance with some embodiments;

FIG. 13 is a method for determining a road use charge for a vehicle that travels on both public and private roadways, in accordance with some embodiments;

FIG. 14 is a flow chart diagram of a method for using location polygons in a drive-in retail delivery arrangement, in accordance with some embodiments;

FIG. 15 is a graph chart diagram of the output of an inertial measurement unit and/or location detection data in a vehicle making left and right lane changes for use in determining if a vehicle has changed to an HOV or tolling lane, in accordance with some embodiments;

FIG. 16 is a traffic diagram shown a lane change by a vehicle to an express lane being detected using inertial measurement and/or location detection data, in accordance with some embodiments;

FIG. 17 is a traffic diagram shown a lane change by a vehicle to an exit lane from an express lane being detected using inertial measurement and/or location detection data, in accordance with some embodiments;

FIG. 18 is a flow chart diagram of a method for determining when a vehicle has entered or exited HOV or tolling lanes based on inertial measurement and/or location determination, in accordance with some embodiments;

FIG. 19 is a roadway diagram showing geofenced regions indicating toll and toll-exclusion geofenced regions for determining whether to charge a toll, in accordance with some embodiments;

FIG. 20 is a roadway diagram showing geofenced regions indicating toll and toll-exclusion geofenced regions for

determining whether to charge a toll when toll and non-toll lanes overlap, in accordance with some embodiments.

FIG. 21 is a roadway diagram showing geofenced regions indicating toll and non-toll regions where location inaccuracies can make the vehicle appear in either the toll or non-toll geofenced regions, in accordance with some embodiments;

FIG. 22 is a roadway diagram of a curving roadway where inaccuracies can make the vehicle appear in either the toll or non-toll geofenced regions, in accordance with some embodiments;

FIG. 23 is a roadway diagram showing a non-toll roadway passing under a toll roadway where the a vehicle on the non-toll roadway has a location overlapping the toll roadway, in accordance with some embodiments;

FIG. 24 is a roadway diagram of a roadway having a toll express lane with geofenced regions defined to determine whether a vehicle has committed a violation of leaving a toll lane early or entering a toll lane improperly, in accordance with some embodiments;

FIG. 25 is a roadway diagram of a roadway having a toll express lane and multiple toll points along the toll express lane for indicating how a toll charge is determined when a vehicle appears to be out of the toll express lane for one or more toll points, in accordance with some embodiments;

FIG. 26 is flow chart diagram of a method for determining whether to charge a toll based on whether the vehicle has passed through a toll exclusion geofenced region prior to a toll geofenced region, in accordance with some embodiments;

FIG. 27 is a flow chart diagram of a method for resolving whether the charge a toll when some location points of the vehicle are outside of a toll lane and some are inside the toll lane, in accordance with some embodiments;

FIG. 28 is a flow chart diagram of a method for determining improper toll lane departures and entries, in accordance with some embodiments;

FIG. 29 is a flow chart diagram of a method for determining a toll charge for a multi-toll point roadway when it appears the vehicle did not pass through one or more toll points, in accordance with some embodiments;

FIG. 30 is a system diagram of a tolling system, in accordance with some embodiments; and

FIG. 31 is a flow chart diagram of a method for processing user location data using geofence definitions, in accordance with some embodiments.

DETAILED DESCRIPTION

A system for identifying the location of a vehicle is disclosed in which a mapping of physical spaces in which vehicles can travel and/or park is defined by location polygons that describe the geo-location coordinates of their corresponding physical spaces. Rather than relying on the exact location determined by a satellite location system, the location is mapped to a location polygon to account for errors in the location determinations. Any location mapped to a given location polygon implies the vehicle (as inferred by the location of the device used to determine location) is in the location corresponding to the location polygon. Thus, travel along specific lanes of multi-lane roadways can be determined and tracked. This allows, for example, toll charges for using high occupancy vehicle lanes, as well as assessing whether the vehicle has violated the HOV lane boundaries by improperly entering or exiting the HOV lane. In other applications location polygons can be used for parking applications where they identify specific parking

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spaces for regular parking, or for drive-up delivery parking at retail locations. Location polygons can be used to distinguish private from public roadways for determining road use charges.

Furthermore, the use of location polygons to define roadway features such as tolling lanes, HOV lanes, and parking spaces allows the dynamic definition of these features over existing physical roadways. That allows, for example, the instant creation of an additional HOV or tolling lane, the designation of one or more lanes as non-toll lanes (e.g. in the event of an emergency evacuation), re-routing of lanes due to temporary conditions such as construction, accidents, the dynamic creation and designation of parking spaces, and so on. This is especially useful when used in conjunction with high precision satellite location systems such as the GPS L5 signal. Furthermore, it is useful in conjunction with connected autonomous vehicles that can be designed to follow and utilize such dynamically defined roadway features.

FIG. 1 is a system diagram for a geo-location payment system 100 for vehicular applications, in accordance with some embodiments. The system 100 represents an overview of system that can dynamically define virtual regions that correspond to physical locations on which vehicles can travel for which the operator of the vehicle is charged a toll or other monetary charge for travelling in those defined regions. There are numerous applications of mobile charging for vehicular usage and the present disclosure focuses on both travelling applications and parking applications. The system 100 illustrates a travelling application (as opposed to a parking application) in which a roadway 102, comprised of several lanes 104, 106, 108, 110 for travel in the same direction, passes through a tolling point 128 (e.g. a gantry—real or virtual), and can include a high occupancy vehicle (HOV) lane which offers a toll discount in order to encourage ride sharing. One or more of the lanes 104, 106, 108, 110 can be non-toll lanes in some embodiments. A HOV lane is generally reserved for vehicles which have two or more occupants (including the driver), and in some applications a discount can correspond to the number of occupants. For example, in some locales, if there are four or more occupants then the toll is discounted 100%. Vehicle 112 is shown travelling in the HOV lane 104 while vehicle 114 is shown in a non-HOV lane 108, where both vehicles 112, 114 are approaching the tolling point 128.

Toll is paid electronically in response to a vehicle passing a tolling point such as tolling point 128. In some embodiments, tolling can be done via an application on a mobile device such as a cellular phone device 116 that can be present in vehicle 112. The cellular phone device 116 can be communicatively linked to a toll transponder 118 that interacts with a gantry or similar toll reader. In some embodiments tolling point 128 can be a toll gantry that includes toll readers over each lane or just the HOV Express Lane. Toll readers transmit a radio signal in a narrow pattern over their respective lane that, upon being received by a toll transponder 118, causes the toll transponder 118 to respond by transmitting its unique identifier back to the reader. The tolling agency operating the tolling point 128 then bills the toll to an account associated with the identifier of the toll transponder 118. In some embodiments the toll transponder 118 can be normally asleep until the communicatively linked cellular phone device 116 (or similar mobile device) detects approach of the tolling point 128 and wakes up or otherwise activates the toll transponder 118. The unique identifier provided by the toll transponder 118 can be given to the toll transponder 118 by the cellular phone device 116. Thus, if

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the toll transponder 118 is stolen it can't be used to make charges against the owner's toll account.

To administer a toll account the user of the cellular phone device 116 can use the cellular phone device to run a tolling application program to connect to a toll service server or web service 124 by communicating through a cellular infrastructure 120 that is connected to a wide area network 122 (WAN) such as the Internet. The toll service server 124 can maintain account information, including records of transactions and a balance of the user's account. The user can access the user's bank 126 to periodically or occasionally as needed transfer funds to the tolling service server 124. As the user's vehicle (e.g. vehicle 112) passes a tolling point, such as tolling point 128, the user's account will be debited by the toll amount and a transaction record created to reflect the toll charge and balance adjustment. It will be appreciated by those skilled in the art that other access modalities can be used to administer a toll account at the toll service server 124, including using a personal computer that is connected to a data network or equivalent that is further connected to the WAN 122. Further, the cellular phone device 116 can include other communication modalities, including wireless local area networking, also known as "Wi-Fi." and Bluetooth.

The cellular phone device 116 can further include a location system for determining its location, such as GPS. Use of GPS by mobile devices is widespread and common around the world, and is used for a variety of location-based applications, including navigation, trip routing, mapping, and numerous other applications. In order to verify that the vehicle 112 is within the HOV lane 104, the tolling system defines location polygons defined by location coordinates. The location polygons are virtual objects that correspond to real areas. For example, several rectangle, such as rectangle 130, can be defined over the HOV lane 104. When the cellular phone device determines its location, it can compare the location to known location polygons provided by a service such as the tolling service. If the determined location is within the boundary of the location polygon then it is reasonably sure that the cellular phone device is in the physical area corresponding to the location polygon. Furthermore, many cellular phone devices sold today also include inertial measurement systems comprising multi-dimensional accelerometer arrays, as well as electronic compasses, that can be used to determine movement and changes in movement and direction, and which can be used to augment location determination and to facilitate faster location determinations.

In the case of the present example, cellular phone device 116 can receive a collection of polygon definitions from the toll service server 124, and compare its determined location to the set of defined location polygons. Location polygon definitions can be used to define toll lane maps, parking space maps, public/private roadway maps, and so on, and these can be delivered to the cellular phone device 116 as a map file. Since the car 112 in which the cellular phone device 116 travelling is moving, the location determination can have some error. However, the error will be small enough that it will still fall within location polygon 130 as it is travelling in lane 104, indicating it is within lane 104 and as such, the toll charged upon passing tolling point 128 is subject to any applicable discount, based on the number of occupants of vehicle 112. If the vehicle 112 does not have a required number of occupants to qualify for the HOV lane, then a penalty can be assessed in the same way as a toll is charged.

Alternatively, lane **104** can be a toll lane, such as, for example, an express lane. By restricting use of lane **104** to toll paying users, while lanes **106**, **108**, **110** remain free, fewer people will use lane **104**, allowing traffic to flow faster and/or with less interruption. A charge based on the distance driven while in the toll lane **104** can be assessed like a toll. To enable the toll lane **104**, a series of location polygons can be defined along the portion of toll lane **104** that is to be used as a toll lane. The cellular phone device **116**, by use of a suitable tolling application program, can track the presence of the vehicle **112** in the toll lane **104** and a corresponding charge for the distance driven in the toll lane **104** can be determined. Likewise, just as the cellular phone device **116** can determine when its location is within the location polygons that define the toll lane **104**, it can also determine when it has left the toll lane by no longer being present with the location polygons that define the toll lane **104**. One of the advantages of defining an HOV lane or a toll lane by location polygons is the route of the lane can be dynamically changed by simply using location polygon corresponding to the active route of the HOV/toll lane.

FIG. **2** is a flow chart diagram of a method **200** for using a high accuracy GPS device algorithm for enforcement of HOV lane, in accordance with some embodiments. In particular, the method **200** is an overview of the general method for charging a HOV/tolling lane use toll, and determines when, and how much, to charge a user for travelling in an HOV or toll lane. As a preliminary matter, it is assumed that the vehicle includes a cellular phone device that has installed, and which is executing, a tolling application program consistent with the instant disclosure. Furthermore, the user of the cellular phone device has set up a tolling account with a toll service that operates a tolling service server, and the cellular phone device, as result of running the tolling application program, is able to communicate with the tolling service server through data networks. Additionally, the cellular phone device may be assumed to be using a high accuracy GPS signal for location determination (e.g. the L5 signal). As one of the tasks performed by the tolling application program, in step **202** the data including location polygons that define the location of areas such as HOV/tolling lanes is fetched and downloaded from a tolling service server or an equivalent. As mentioned in regard to FIG. **1**, the location polygons are defined by location coordinates (e.g. at the vertices of the polygons) which allow the cellular phone device to determine, using its satellite positioning system, to determine whether it is inside a location polygon, meaning within a physical area corresponding to the area defined by the location polygon.

In step **204** the cellular phone device can commence determining its present location using its satellite positioning system. This action should be repeated at intervals sufficient to ensure that the cellular phone device can detect when it is within a defined location polygon. In some embodiments the monitoring can be continuous, or the monitoring rate can be increased as the cellular phone device's location indicates it is getting closer to one or more defined location polygons.

In step **206** the cellular phone device can determine, for example, if the direction of travel and the route it is travelling indicates that it is approaching a defined HOV or tolling lane. The tolling lane can be defined by location polygons corresponding to the boundary of actual physical traffic lane that is being defined as a tolling lane. In step **208** the cellular phone device can use the defined HOV/tolling lane data file, which includes one or more defined location polygons corresponding to the physical location of the traffic

lane being designated a HOV/tolling lane, to compare with the present location of the cellular phone device. At this point in the process the cellular phone device should be conducting location determinations at its maximum rate in order to ensure that the time in the HOV/tolling lane is accurate.

In step **210**, the cellular phone device can determine, based on the comparison of step **208**, whether the cellular phone device, and by inference, the vehicle in which it is located, is inside the HOV/tolling lane. If the location coordinates determined in step **210** are outside of the defined location polygons for the HOV/tolling lane, then no toll is charged as indicated in step **212** (and the method can return to step **210**).

While the location determination and comparison in step **210** indicates the location is within the defined tolling polygons that correspond to the HOV/tolling lane, then in step **214** the distance travelled can be monitored and recorded in order to determine the toll to be charged. Once it is determined that the vehicle is in the HOV/tolling lane, then the method can proceed to step **216** (which can be a duplicate of step **210**) where the cellular phone device monitors the location to determine where the vehicle has left the defined HOV/tolling lane, based on a comparison of the location with the location polygons that define the HOV/tolling lane location. Step **216** can be repeated as long as the location determination continues to fall within the defined location polygons.

When the determined location indicates the vehicle has left the HOV/tolling lane in step **216**, then in step **218** there can be a determination as to whether the HOV/tolling lane has ended, or whether the vehicle has left the HOV/tolling lane before the end of the HOV/tolling lane. If the HOV/tolling lane ended, meaning vehicle has remained in a traffic lane but the HOV/tolling charge no longer applies, then in step **224** the tolling charge is stopped and a final total toll can be calculated and applied to the user's account. Any discounts for high occupancy can be applied to the final toll charge.

If, in step **218**, it is determined that the vehicle has left the HOV/tolling lane early, then in some cases there may be a fine assessed for leaving the HOV/tolling lane early. In step **220** the method **200** determines whether there is a violation of a HOV/tolling lane rule for leaving the HOV/tolling lane before the end of the HOV/tolling lane. If there is a rule against leaving the HOV/tolling lane early, then in step **222** a violation is assessed, which can include an additional charge. If no rule applies then the tolling can simply stop by proceeding to step **224**.

FIG. **3** is a location polygon mapping **300** for defining location polygons corresponding to a physical traffic lane, in accordance with some embodiments. The traffic lane shown here is defined between a left lane boundary **302** and a right lane boundary **304** where traffic moves along the traffic lane in the direction of arrow **305**. The left lane boundary is shown in a solid line indicating that the traffic lane can be the inner-most or left-most traffic lane of a multi-lane bidirectional roadway in North America. The adjacent lane that would be present to the right are not shown. Several location polygons **306**, **308**, **310** are defined along the traffic lane. Each location polygon is defined by three or more sides and three or more vertices. For example, location polygon **306** is defined as a rectangle having sides **312**, **314**, **316**, and **318**. Vertices are formed at the corners, such as corners **320**, **322**. The vertices can be defined by geo-location coordinates, and lines between the vertices can be assumed. Thus, any location that is bounded by lines between the vertices of the

location polygon such as location polygon **306** is within the location polygon **306**, and therefore assumed to be in the traffic lane.

As shown here, the location polygons **306**, **308**, **310** are shown with distinct separation between each other, and from the boundaries **302**, **304** of the traffic lane solely to show the location polygons clearly. In practice, the location polygons will abut each other, if not overlap each other, and can extend to the edges **302**, **304** of the traffic lane. The location polygons will extend as long as the traffic lane remains relatively straight. If the traffic lane deviates by more than a threshold distance, then a new location polygon can be defined. Thus, location polygon **308** is defined where the traffic lane slightly changes direction from the area corresponding to location polygon **306**, and likewise location polygon **310** is defined where the traffic lane again shifts direction. The same type of criteria be used to map location polygons along curves, corners, bends, etc.

FIG. **4** is a flow chart diagram of a method **400** for high accuracy GPS data file tracking preparation backend algorithm, in accordance with some embodiments. Specifically, the method **400** illustrates embodiments for creating/defining location polygons corresponding to real physical features such as HOV and tolling traffic lanes on a roadway. At the start **402** the method **400** can prepare a data file or record that will include defined location polygons for a given roadway feature, such as a HOV/tolling lane. The mapping can be created from, for example, high resolution satellite photographs, survey diagrams, certified traffic diagrams, and other sources with reliable, accurate location information.

At step **404** the start of a HOV/tolling lane can be identified, including a lane width between two points of latitude and longitude coordinates that will form vertices of a location polygon and the initial demarcation of the location polygon being defined. Generally it is assumed that the traffic lane continues in a straight direction, thus, in step **406**, the method **400** looks for a deviation in the traffic lane from a straight line from the initial vertices/coordinates. If there is more than a threshold deviation from the straight line (e.g. 30 centimeters), then a new vertex can be defined in step **408**, where new coordinates can be entered to indicate the end of one location polygon and the beginning of another. In step **410** the method **400** determines whether the end of the HOV/tolling lane being defined has been reached, and if so, the method **400** proceeds to step **412** in which the data file is completed and ready for distribution. The completed data file will include location data sets defining one or more location polygons that correspond to the physical location of traffic lane on a roadway. These location polygons can be used, for example, in method **200** for determining a toll to be charged for driving in a HOV/tolling lane.

FIG. **5** is a location polygon mapping **500** showing a temporary deviation from a defined HOV/tolling lane due to an obstacle, in accordance with some embodiments. A roadway is bounded on a left side **502** and a right side **504**, and includes several traffic lanes **506**, **508**, **510**, **512**, with traffic moving in the direction of arrow **505**. Traffic lane **506** is defined as a HOV/tolling lane, and a location polygon **514** is used by tolling application programs on user equipment (e.g. cellular phone devices or similar computing devices used in a vehicle). Ordinarily the location polygon **514** would continue along traffic lane **506** but, in this example, an obstacle such as an inoperative vehicle **518** is blocking traffic lane **506**. As a result, location polygon **514** is essentially broken, and continues in a second portion **516** on the other side of the vehicle **518**. Since it can be a violation to leave a HOV/tolling lane, temporary location polygons can

be defined to allow vehicles in traffic lane **506** use the adjacent traffic lane **508** to go around the inoperative vehicle **518**. For example, location polygons **520**, **522**, **524** can be defined around the inoperative vehicle **518** that will be considered as defining a temporary HOV/tolling lane deviation. Note that polygons **520** and **524** overlap polygon portions **514**, **516** indicating that location polygons do not need to be exclusive. Similarly, as an alternative, an adjacent rectangular polygon **526** that is near or against or overlapping location polygon **514/516** can be used.

When a temporary location polygon is used, a notice can be pushed out from the server to user's in the vicinity of the incident. In some cases the cellular phone device, as controlled by the tolling application program, may receive the notice, or periodically check for such notices, and upon detecting such a notice, download the temporary location polygon mapping for use in ensuring that the vehicle has not exited the HOV/tolling lane by going around the inoperative vehicle (or other obstacle) **518**.

Similarly, toll users who have not entered the HOV/tolling lane **506**, such as those driving in traffic lane **508**, will not be charged a toll or violation for driving through the temporary location polygons **520**, **522**, **524** or **526**. By being designated as temporary location polygons, they will only apply to vehicles that had previously entered polygon **514**. However, if the vehicle then enters polygon portion **516**, then the vehicle can be considered to have entered the HOV/tolling lane, and any violation or additional charge may be applied. It can be observed by those skilled in the art this is a flexible way to virtually and rapidly set HOV/tolling lanes not constraint by the infrastructure cost.

FIG. **6** is a flow chart diagram of a method **600** of alerting an operator of a vehicle in a defined HOV/tolling lane that there is a deviation in the defined HOV/tolling lane, in accordance with some embodiments. The method **600** is commenced when there is an obstacle blocking (or construction) a defined HOV/tolling lane that requires a temporarily defined route around the obstacle, as in the example shown in FIG. **5**. Thus, in step **602** the location of the obstacle is gathered at the backend server, and a map around the obstacle is selected. The location of the obstacle can come from reports, and does not need to be as precise as the edges of the roadway or lane demarcations. A starting point and ending point can be selected, and it can generally be assumed that vehicles in the obstructed lane will change over to the closest non-obstructed lane to go around the obstacle. Personnel working at the backend or in communication with the backend can select the regions that need to be routed around for reference to create the temporary location polygons. Once the temporary location polygons are created, then in step **604** they can be sent to vehicles (e.g. the cellular phone device or similar in-vehicle equipment). Or a notice can be sent to allow those devices to request the data if needed.

Once the temporary location polygons routing around an obstacle are received, then in step **606** the type of vehicle can be determined with respect to whether the vehicle is an autonomous vehicle (e.g. self-driving) or non-autonomous in steps **608**, **610**. An autonomous vehicle can be assumed to be connected to the cellular phone device or similar device, or even have such a device integrated into the autonomous vehicle. When the vehicle is a user-driven, non-autonomous vehicle that has a connection to the cellular phone device, or when the vehicle is an autonomous vehicle, then step **614** is followed to step **618**, and the vehicle can indicate to the user that a temporary route is being followed to avoid the obstacle. Otherwise steps **612** to **616** are followed, and the

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cellular phone device will alert the user by, for example, vibrating an interior component (e.g. a steering wheel) or emitting an audible alert through the vehicle's audio system. In some embodiments voice prompts or commands can be issued over the vehicle's audio system as well.

FIG. 7 is a flow chart diagram of a method 700 for transmission of HOV/tolling lane data to reduce battery drain at the cellular telephone device, in accordance with some embodiments. At the start 702 the backend server has created the maps of location polygons defining HOV and tolling lanes including location coordinates. The location polygon data can be transmitted to a user's cellular telephone device operating a tolling application. In step 704 the user's device can process the HOV and tolling lane data to create a reference file. The reference file is essentially a coordinate map arranging the coordinates of the location polygons so that a determined location reading can be compared to the reference file to quickly determine whether the determined location is inside or outside of the areas defined by the reference file. In step 706 the user's device commences monitoring its location and compares it to the coordinates in the reference file. In step 708 a present (or recent) set of coordinates is compared to the reference file. If the location is outside of any HOV or tolling lane, then in step 710 the user's device can transmit an indication to the backend server that the device is outside of any HOV or tolling lane, and reduce the cellular unit battery drain by reducing the GPS transmission rate. If in step 708 the location is within the coordinates mapped by the reference file, then the device will continue to track the location in step 712.

FIG. 8 is a flow chart diagram of a method 800 for determining a toll charge for either a HOV or a tolling traffic lane, in accordance with some embodiments. In particular, method 800 is suitable for use with conventional GPS operation (i.e. not the L5 signal). Conventional cellular phone devices have GPS chipsets that use the L1 GPS signal, which is less precise than the L5 signal. Furthermore, in some embodiments the cellular phone device can be wirelessly connected via a PAN to a toll transponder device, which is also read by a toll reader in a gantry at a tolling location. Location polygons can be used, but some accommodation is necessary in view of the inherent inaccuracy of the L1 signal. Location polygons are defined for longer stretches before a tolling location and after the tolling location to ensure a proper detection of the approach and passing of a tolling location. Multiple location polygons of selected lengths can be used, rather than long polygon of lengths determined by the straightness or curve of a roadway. When long location polygons are used the cellular phone device tracks its travel through the location polygon. Shorter location polygons are used for statistical averaging by counting the number of location polygons through which the vehicle has appeared to travel. Because of the inherent inaccuracy of the L1 signal, it can appear that a vehicle has travelled through a majority, although not necessarily all of the location polygons along a traffic lane to which the location polygons correspond.

In step 802 the method 800 commences by the cellular phone device routinely monitoring its location. The location fixes can be taken at relatively large intervals of time (e.g. 5-10 seconds or more). Once location monitoring has begun then in step 804 the method 800 determines whether the present location is within a threshold distance from a tolling location (e.g. a toll gantry) based on whether it has entered a space corresponding to any of several initial location polygons defined along the traffic lane ahead of the tolling

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location. Once the location of the vehicle is found to be in close proximity to the several initial location polygons, then the method proceeds to step 806 where the cellular phone device (or device making the location determinations) activates the tolling RFID of the toll transponder, and in step 808, the rate of GPS location determination can be increased. In step 810 the method 800 determines whether there is an HOV lane approaching in addition to the tolling location. The HOV lane can be a lane through the tolling location that provides a toll discount for qualifying vehicles. If there is an HOV lane through the tolling location then the method 800 proceeds to another section ("A") that is shown in FIG. 9. When no HOV lane is present in the tolling location, the method proceeds to steps 814 and 816 to determine when the vehicle has passed through the tolling location by continuing to monitor location (i.e. produce new location determinations). Once the vehicle appears to have passed the tolling location the method proceeds to step 818 where a determination is made as to whether the vehicle passed through locations that fall within the defined location polygons before and after the tolling location. In the present example, there can be a total of sixteen location polygons. If the vehicle location has passed through all of the location polygons before and after the tolling location, then in step 822 a toll is charged, and in step 824 the toll transponder can be turned off, followed by resuming a less active location monitoring regime in step 828.

However, if in step 818 it is determined that less than all of the location polygons were traversed by the determined locations of the vehicle, then the method proceeds alternatively to step 820 in which it is determined whether a threshold number of location polygons were traversed (e.g. a majority). If the minimum number of location polygons were traversed by the vehicle, then it is assumed the vehicle did pass through the tolling location. If less than the minimum number of location polygons defined before and after the tolling location along the roadway passing through the tolling location were traversed by the vehicle, then it may be that the vehicle only passed near the tolling location (e.g. on a service road or other adjacent roadway not subject to a toll), and the method then proceeds to step 826 where no toll is charged, but a flag may be set on the account for further inquiry, such as examining photo records at the tolling location to see if the vehicle did pass through the tolling location, as is common.

FIG. 9 is a flow chart diagram of a continuation of the method in FIG. 8, in accordance with some embodiments. Specifically, at point "A" 812, where there is a special HOV lane through a tolling location present. There are several characteristics of these HOV lanes through tolling locations that can be used under low accuracy GPS conditions to detect whether the vehicle is entering and using the HOV lane or not. For example, in many places the HOV lane is a special lane that starts before the tolling location as an offshoot from a far left (or far right in British or British legacy regions) traffic lane. After passing through the tolling location the HOV traffic may merge back into a regular traffic lane. As such, there can be a deviation detected. Furthermore, traffic in the HOV lane often moves faster than traffic in the other lanes through a tolling location, particularly if there are stop and pay toll booths at the tolling location.

Accordingly, to help determine whether the vehicle is accessing an HOV lane (or any special lane), in step 902 the tolling application program on the user's cellular phone device can access real time traffic data from other traffic related application programs, such as, for example, Google

location, Waze, and similar applications on which other user's share their traffic data, including present speed and location. In step **904** the method determines whether the vehicle has entered the initial location polygons defined ahead of the tolling location. The method cycles iteratively through steps **904** and **906** until the vehicle enters and passes through the initial location polygons. In step **908** a comparison is made of the vehicle's speed, or the lane speed of the lane in which the vehicle is travelling, to that of other vehicles in adjacent lanes, assuming such information is available in step **902**. If the vehicle is going faster than nearby vehicles, then it can be assumed that the vehicle is using the special or HOV lane and proceed to steps **912** and **914**. Step **912** is an optional step that can be used to augment detection of entering a special or HOV lane based on inertial measurements provided by, for example, an accelerometer unit in the cellular phone device, if the cellular phone device includes such a unit. For example, in step **916**, the cellular phone device can detect acceleration as the vehicle passes through location polygons ahead of the tolling location. Furthermore, the angular rate of change can be monitored as well (assuming the cellular phone device is not being moved within the vehicle) in step **918**. If the angular rate of travel is determined in step **920** to be to the left (or right in British or British legacy countries), then the method can proceed to step **922**. In step **922** the number of standard and HOV lanes are examined along with the general direction of the roadway to determine if the angular rate of change is consistent with a lane change to an HOV lane or whether it is consistent with staying along a defined traffic lane. In step **924** if the comparison of step **922** indicates a lane change to a special or HOV lane then the method proceeds to step **914**, as would be the case if step **912** is skipped or not applicable. In step **914** the user is charged a toll based on the HOV status of the vehicle (e.g. number of occupants). From step **914** the method proceeds to step **926** in which the method monitors whether the vehicle has passed through the last location polygons beyond the tolling location, and if so, then in step **928** the method resumes ordinary location determination operation as in step **928**. Likewise, lane to lane changes can be detected using the GPS bearing difference, as shown in FIG. **15**, by detecting the peaks and valleys for the respective lane changes to the right or to the left.

FIG. **15** is a graph chart diagram **1500** of the output of an inertial measurement unit in a vehicle making left and right lane changes for use in determining if a vehicle has changed to an HOV or tolling lane, in accordance with some embodiments. For comparison's sake, assume that for both charts **1502**, **1504** the same orientation of the cellular phone device or other device performing the inertial sensing is used. In the first chart **1502** the inertial sensor output can indicate a leftward lane change, and in the second chart the inertial sensor output can correspond to a rightward lane change. The vertical axes **1506**, **1508** indicate an inertial change magnitude. In the present example positive-going transitions indicate a change to the left while negative-going transitions indicate a change to the right. In both graph plots time increases towards the right of the page. In real applications the inertial measurement system can dynamically identify "left" and "right" based on the direction of gravity and by sensing forward motion. Thus, a cellular phone device placed face down can initially determine the direction of left and right relative its orientation, and upon being turned over it can re-calibrate the left and right directions. The curve plotted on each of the charts indicates the general magnitude of directional changes as indicated by, for example, accelerometer output. Similarly, the graph chart diagram **1500**

may be derived from location data calculating the GPS Bearing Difference in Time (GBDT) defined in degrees, and obtained from the location detection data provided by the cellular phone.

In chart **1502** there is initially a positive-going excursion **1510** consistent with going to the left, followed by a negative going excursion **1512** consistent with going to the right, as would be the case with a left-ward lane change. In the chart **1502** the negative excursion immediately follows the positive excursion, but there can be a delay between them, such as would occur, for example, if the vehicle crossed several lanes. Likewise, in chart **1508**, there is first a negative-going excursion **1514** followed by a positive-going excursion **1516** consistent with a rightward lane change. These outputs coupled with the use of location polygons can allow a determination as to whether a vehicle is entering (or exiting) a specific traffic lane that may result in a toll or other charge.

FIG. **16** is a traffic diagram shown a lane change by a vehicle to an express lane being detected using inertial measurement and/or location detection, in accordance with some embodiments. An expressway is comprised of two HOV lanes **1602**, and several regular toll lanes **1604**. A vehicle **1606** is shown entering the expressway. The vehicle **1606** can cross the regular toll lanes **1604** to get to an HOV lane **1602**. Lane crossings can be detected based on location and/or inertial measurements. A series of polygons starting with polygon **1608** and ending with polygon **1610** can represent points of lane crossings that are detected by the inertial measurement system. The drawing is shown compacted for clarity, and the actual lane crossings would occur over a much larger relative distance than it appears in the drawing. The inertial detection can be made by the output of an inertial measurement system output similar to that of chart **1502** with one or more instances of the positive excursion followed by a negative excursion. The duration between the positive and negative excursions, as well as the number of instances of couplets of positive-negative excursions can be used to count the number of lanes being crossed. The rate of change of an excursion can be used to estimate the rate of lane changing as well. Thus, the determination of lane changes can be used to determine that the vehicle **1606** has crossed the regular toll lanes **1604** and is in a HOV lane **1602**, which can be confirmed by location detection, including the use of location polygons corresponding to the location of the expressway lanes.

FIG. **17** is a traffic diagram **1700** shown a lane change by a vehicle to an exit lane from a HOV lane and an expressway being detected using inertial measurement and/or location detection, in accordance with some embodiments. Similar to diagram **1600**, here the vehicle **1706** is initially in one of the HOV lanes **1702** and crosses several regular toll lanes **1704** to exit the expressway. Lane changes indicated by a series of polygons starting with polygon **1708** and ending at polygon **1710** indicate a series of lane changes that can occur as the vehicle **1706** safely makes its way from the HOV lanes **1702** to the exit. The lane changes can be detected as indicated in chart **1504**, where there is negative excursion followed by a positive excursion.

FIG. **18** is a flow chart diagram of a method **1800** for determining when a vehicle has entered or exited a roadway including one or more HOV or tolling lanes based on inertial measurement and/or location determination, in accordance with some embodiments. The method **1800** can be used in the context of FIGS. **16-17** in determining lane changes by a vehicle on a roadway, and using an inertial measurement system or location bearing difference data having an output

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such as that exemplified in FIG. 15. At the start **1802** the cellular phone device can start monitoring location and inertial output (e.g. signal output by the inertial measurement system). In step **1804** a determination is made as to whether the vehicle has entered an expressway, which can be made using defined location polygons as described herein. In step **1806** a determination can be made as to whether there is a HOV lane ahead, and if there is not, then normal tolling location monitoring is then followed in step **1808**.

However if, in step **1806**, it is determined that there is a HOV lane ahead, then in step **1810** the output of the inertial measurement system can be monitored to detect lane changes by looking for excursions indicating left or right movement. Alternatively, or conjunctively, the GPS bearing information can be determined to derive changes in direction. In step **1812** the method **1800** looks for indications of a lane change in the output of the inertial measurement system. If a lane change is indicated, then in step **1814** a determination is made as to the direction of the lane change, either left or right. A lane counter can be used to indicate a present lane in which the vehicle is travelling. The lane counter can be a variable maintained in memory by the cellular phone device. Thus, for left-going lane changes in step **1816** the lane counter is incremented, and for right-going lane changes in step **1818** the lane counter is decremented. The lane counter is maintained in step **1820**. In step **1822** a determination is made as to whether the vehicle has crossed enough lanes to be in an HOV lane, as well as whether the vehicle has passed through location polygon corresponding to the HOV or express lane entrance. In step **1824** the method **1800** determines whether the vehicle has crossed an exit, and if not then the monitoring continues (return to step **1810**). If in step **1822** the vehicle has crossed enough lanes to be in an HOV lane, then in step **1828** a determination is made as to whether the last lane crossing occurred prior to or at the location corresponding to the entrance location polygon of a set of location polygons defining the HOV lane. If not, then it means the vehicle has improperly entered the HOV lane and a violation may be assessed in step **1828**. If the vehicle did properly enter the HOV lane, then two actions are taken. First, in step **1836**, and toll can be charged. Second, in step **1832** the method monitors to ensure that the vehicle properly remains in the HOV lane by determining whether the vehicle has changed lanes to the right before passing a location polygon indicating the end of the HOV lane. If a right-going lane change occurred, and in step **1832** it occurred prior to the vehicle passing through the location defined by an exit location polygon, then a violation may be assessed in step **1834**. If the exit location polygon was passed prior to the right-going lane change, then the HOV lane monitoring process is finished in step **1838**. Those skilled in the art will appreciate that, although the flow chart diagram suggests a linear flow, the various blocks/steps can represent processes that can occur in parallel. For example, in steps **1828** and **1832**, the method **1800** can still detect lane changes in step **1810** and increment or decrement the lane counter **1820**.

In addition to tolling and HOV lane monitoring, the use of location polygons can be applied to numerous other applications. Some other applications considered here include parking, road use charging, and retail drive-up delivery. Other applications within the scope of the disclosed embodiments may further occur to those skilled in the art.

FIG. 10 is a plan view **1000** of street having defined physical parking spaces and defined virtual location polygons corresponding to the real (physical) parking spaces for a parking application, in accordance with some embodi-

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ments. The street can include a first traffic lane **1002** and a second traffic lane **1004**. As shown here traffic lanes **1002** and **1004** have opposing traffic flow, but they can also have the same direction of traffic flow. Along the sides of the street are several defined parking spaces such as parking space **1006**. Each parking space can be physically demarcated by, for example, paint stripes on the surface of the roadway, as is known. Each parking space is mapped for its location coordinates so that the locations of each parking space can be represented virtually by one or more location polygons such as location polygons **1008-1014** shown overlaid on parking space **1006**. In a parking application, the location of the vehicle in any of the defined location polygons **1008-1014** can be used to assume that the vehicle is in the physical parking spot corresponding to the location polygons **1008-1014**, and the same is true for the other parking spaces and their corresponding location polygons. The location coordinates can include an elevational component in the case of parking garages where there can be parking on multiple floors of the parking garage.

FIG. 11 is a flow chart diagram of a method **1100** of operating a parking application using location polygons, in accordance with some embodiments. The method **1100** can operate in the context of the plan illustrated in FIG. 10, where parking spaces are physically defined and mapped with respect to their coordinates, and location polygons are defined for use by a tolling or parking application program for determining whether a vehicle is in a defined parking space. A localized map can be loaded or the vicinity of the vehicle location that defines parking spaces in the area around the vehicle location. Thus, in step **1102** the method **1100** commences looking for a match to a defined parking space by comparing the location of the vehicle, as determined by GPS on a cellular phone device in the vehicle, for example, with location polygons corresponding to defined parking spaces near the location of the vehicle. In step **1104** the method **1100** determines whether the vehicle is stopped in a defined parking spot by determining that the vehicle is no longer moving, and that the vehicle location is within a defined location polygon. In step **1106** the method **1100** can optionally determine whether the user has an active parking or toll account (and if not, then in step **1108** the method **1100** caused the user to be notified). In step **1110** the parking or toll application can communicate with a backend server to arrange for the parking fee to be paid from the user's account, and an indicator can be activated in the vehicle or the cellular phone device to indicate that the vehicle is properly parked and payment will be accepted to avoid a parking violation. In steps **1112** and **1114** the amount of time the vehicle is parked in the parking space is monitored, and when the vehicle leaves the parking space in step **1114** then in step **1116** the parking charge or fee is assessed based on the amount of time spent in the parking spot. The parking spaces mapped by location polygons can be either public or private parking (e.g. parking garages). The use of location polygons and the described system eliminates the need for a user to enter a specific parking space number, for example, since the location of the parking space is defined and known.

FIG. 12 is a plan view of a public street or roadway **1202** to which a private street or roadway **1208** joins where location polygons are used to define the private roadway to avoid a road use charge when a vehicle is on the private roadway, in accordance with some embodiments. The public roadway **1202** can include one or more traffic lanes such as opposing traffic lanes **1204**, **1206**. In some jurisdictions it is contemplated that vehicle owners will be assessed a road usage charge or tax for driving on public roadways. This tax

has traditionally been assessed indirectly by taxing fuel (e.g. gasoline/petrol). However, in recent years, vehicular technologies for fuel efficient engines, hybrid engines using electric motors in combination with an internal combustion engine, and electric vehicles have depressed the revenue normally collected as a fuel tax. Accordingly, and road usage charge is being considered, and implemented, in some places. However, driving on private roadways should not be included in a public road use charge. Accordingly, the private roadway **1208** can be mapped and have a plurality of location polygons **1210** defined in correspondence with the private roadway **1208**. When vehicle is within any of the location polygons defined for the private roadway, no road use charge is accrued, and a road use charge is only accrued when the vehicle is on the public roadway **1202** (which can also be defined by location polygons). Alternatively, it is contemplated that only the public roadway can be defined by location polygons, and any time the vehicle is not over a public roadway location polygon then no road use charge is accrued.

FIG. **13** is a method **1300** for determining a road use charge for a vehicle that travels on both public and private roadways, in accordance with some embodiments. Road use charges can be assessed by a transit authority or other governmental agency. Using the model of FIG. **12** as an example, in step **1302** the location polygon data for private and/or public roadways is loaded, at least for the region around the initial location of the cellular phone device or vehicle. The location polygons provide a map for area that included as private and public roadways. Private roadways are not used in determining road use charges. In step **1304** a road use charge application program monitors the present location of the vehicle and a total number of miles (or other unit of distance) driven is recorded. In step **1308** the method **1300** determines whether the present location, based on location polygons (or the absence of such) indicates that the vehicle is presently on a public or private road. In step **1310** the units of distance driven on private roads is recorded, and in step **1312** a road use charge can be calculate based on the distance travelled only on private roadways. Although shown here as a subtraction operation, it will be apparent to those skilled in the art that it is also possible to maintain a simple accumulator that is only incremented when the vehicle is driven on public roadways to determine a distance driven on public roadways.

FIG. **14** is a flow chart diagram of a method **1400** for using location polygons in a drive-in retail delivery arrangement, in accordance with some embodiments. The method **1400** is used at a retail location that has a parking lot or similar area where a vehicle can drive into and park. The parking spaces can be mapped with respect to their location coordinates, and defined by location polygons at a backend server, as with the examples given previously with respect to tolling locations, parking spaces, and road use charges. In step **1402** the location polygon data for a retail location can be loaded in the cellular telephone device or equivalent and the cellular phone device can then commence monitoring its location in step **1404** and compare its location with that of the retail location. In step **1406** the method **1400** makes a determination as to whether the vehicle is approaching a retail location. In step **1408** the cellular phone device, upon detecting that a retail location is sufficiently nearby, can issue a prompt or notification indicating the retail location is nearby. In step **1410** the cellular phone device can prompt the user as to whether the user want to place an order (or has placed an order). If the user wishes to place an order for the retail location, then in step **1412** the user can use the cellular

phone device to place and pay for an order. In step **1414** the method **1400** determines whether the vehicle is parked in one of the defined parking spaces of the retail location. In step **1416**, when the vehicle is in a designated or defined parking spot of the retail location, the cellular phone device can send the geo-location coordinates of the vehicle, or identify the parking space such as by a parking space number associated with the location polygons that define the parking space. In step **1418** retail personnel can deliver the ordered goods to the vehicle as indicated by the parking information associated with the order.

The method **1400** can used for a variety of retail services, including foodservice, pharmaceutical, and other goods. It is further contemplated that, rather than ordering while parked or at the retail location, a person can place an order prior to arriving at the retail location, and the detection of the vehicle in a parking space of the retail location can automatically trigger a message being sent to the retail location that includes, for example, an order number, the name of the person who placed the order, and the present parking spot in which the person is parked. In response to receiving the message, the retail location can verify the order and the identity of the person placing the order, and deliver the goods to the person in the indicated parking space.

FIG. **19** is a roadway diagram **1900** showing geofenced regions indicating toll and toll-exclusion geofenced regions for determining whether to charge a toll, in accordance with some embodiments. The roadways include a restricted access roadway comprised of opposing lane portions **1902**, **1904**, with traffic on each lane portion going in one direction and traffic on the other lane portion going in the opposite direction. Each lane portion **1902**, **1904** can include multiple lanes of traffic. A cross roadway **1906** passes under or over the restricted access roadway lane portions **1902**, **1904**. Lane portions **1902**, **1904** can be toll roadways, where traveling on the lane portions **1902**, **1904** requires payment of a toll. Tolling can be performed using a tolling application program running on a mobile device, such as a cellular phone device. The tolling application program uses location points to determine when to charge a toll. Toll points can be in defined geofenced regions. For example, a toll can be charged when a vehicle exits lane portion **1904** using exit ramp **1908**, which meets cross roadway **1906**. Traffic on cross roadway **1906** can enter the lane portion **1904** using an entrance ramp **1910**. A virtual or actual toll point **1912** can be established such that when a vehicle passes the toll point, an account associated with the vehicle is charged a toll. However, given inaccuracies in location measurement, a substantial region needs to be defined as a toll region, which can include substantially the entire exit ramp **1908**. A portion of the toll region geofence **1914** can overlap a portion **1918** of the entrance ramp **1910**. Traffic leaving lane portion **1904** on exit ramp **1908** will pass through toll region **1914**, and the tolling application program will determine that the vehicle was located in the toll region and charge a toll. Tolling can occur by a mobile device in the vehicle detecting its location in the geofence **1914**, and passing point **1912**, and communicating with a backend server (e.g. over the cellular terrestrial network and Internet) to report the event so that an account of the user can be charged accordingly.

However, traffic on cross roadway **1906** entering lane portion **1904** will also pass through toll region **1914** in portion **1918** of the entrance ramp **1910**. To prevent a toll being charged to traffic entering lane portion **1904** upon passing through portion **1918**, a toll exclusion region **1916** is defined as a geofenced region. When a vehicle passes through toll exclusion region **1916**, and then through toll

region **1914**, a toll is not charged. This is illustrated in FIG. **26**, where a flow chart diagram of a method **2600** for determining whether to charge a toll based on whether the vehicle has passed through a toll exclusion geofenced region prior to a toll geofenced region, in accordance with some embodiments, is shown. In method **2600**, at step **2602**, the application program is collecting location fixes from the location hardware of the mobile device (e.g. GPS receiver subsystem). In step **2604** the application program can compare locations with the toll geofence region (e.g. **1914**) and determine whether the vehicle which the mobile device is traveling was inside the toll geofenced region **1914** (or any other toll geofenced region). The definition of the toll geofenced region can be retrieved from a server by the mobile device, triggered by a general location determination by the mobile device. That is, the mobile device, using the tolling application program, can determine its general location, and retrieve a set of geofenced region definitions for use while in the vicinity of the region. The geofence definitions can include tolling regions, toll exclusion regions, and non-toll regions. A definition of a geofenced region is a data structure indicating geographic boundaries of the geofenced region, and can include other information such as an identification of one or more associated toll exclusion regions.

Thus, in step **2608**, the mobile device determines whether the vehicle passed through the toll exclusion region **1916**, and if so, then in step **2606** no toll is charged. This means that if there are location points that map into the toll exclusion geofenced region **1916**, then no toll is charged. Otherwise in step **2606** a toll is charged. Accordingly, toll geofence regions, where a toll is to be charged if the vehicle passes through it, can be defined broadly, in geographic terms, so as to account for inaccuracies in location determination by various mobile device designs. Toll charges for vehicle who pass through these broadly defined toll regions can be avoided by defining toll exclusion regions on roadways near the toll regions to indicate that the vehicle was not on the toll roadway portion when its location was within a toll region. In some embodiments the method **2600** can be performed by a backend server of a toll service based on location information sent to the backend server by a mobile device. Several successive location points can be transmitted to the backend server by the mobile device upon the mobile device determining that it has passed a toll point as indicated by a geofence region definition.

FIG. **20** is a roadway diagram **2000** showing geofenced regions indicating toll and toll-exclusion geofenced regions for determining whether to charge a toll when toll and non-toll lanes overlap, in accordance with some embodiments. In this example a toll express lane **2002** starts to the side of a non-toll section **2004** of the roadway for a given direction of traffic. The toll express lane **2002** can have an elevated portion that overlaps (e.g. passes over by a bridge) the non-toll section **2004**. A toll geofence region **2006** can be defined that extends over the non-toll lane(s) **2004**. Vehicles in the toll express lane **2002** will have locations on the toll express lane **2002**, such as locations **2010**, **2012**. Location **2012** is inside the toll geofence region **2006**, and will normally cause a toll to be charged upon comparing the location **2012** with the toll geofence region **2006**. However, because the toll express lane **2002** overlaps the non-toll section **2004**, a toll exclusion geofenced region **2008** is defined. Thus a vehicle having, for example, locations **2014**, **2016** will not be charged a toll because, even though location **2016** is within the toll geofenced region **2006**, location **2014** is in the toll exclusion geofenced region **2008**. Vehicles on

toll express lane **2002** do not pass through toll exclusion geofenced region **2008**, and therefore charged a toll upon passing through toll geofenced region **2006**.

FIG. **21** is a roadway diagram **2100** showing geofenced regions indicating toll and non-toll regions where location inaccuracies can make the vehicle appear in either the toll or non-toll geofenced regions, in accordance with some embodiments. Specifically, there is an express lane **2104** parallel and adjacent to non-toll lanes **2102**. A toll geofenced region **2108** is defined over the express lane (or lanes) **2104**, and a non-toll geofenced region **2106** is defined over the non-toll lanes **2102**. A vehicle traveling in the express lane **2104** can have location readings indicated by the triangles, including location **2110** which is in the toll geofenced region **2108**. However, due to inaccuracies in location determination, an erroneous location determination corresponding to location **2112** can occur. Overall there are shown four locations in the toll geofenced region **2108** and two locations in the non-toll geofenced region **2106**. In some instances, the opposite can occur, where, due to inaccuracies, some locations are determined to be in the toll geofenced region **2108** while a majority of locations are in the non-toll geofenced region **2106**. To determine whether to charge a toll or not, a majority of location positions can control the toll or no toll determination. That is, if a majority of locations are found in the toll geofenced region **2108** then a toll is charged. Likewise, if a majority of locations are in the non-toll geofenced region, then no toll is charged.

This method is reflected in FIG. **27**, which shows a flow chart diagram of a method **2700** for resolving whether to charge a toll when some location points of the vehicle are outside of a toll lane and some are inside the toll lane, in accordance with some embodiments. To be clear, the locations/location points being discussed are location coordinates determined by the mobile device, which may or may not be the actual position of the mobile device at the time the determination was made, due to errors inherent in determining location. In step **2702** location points are collected on an ongoing basis. That is, at points in time, the location of the vehicle (inferred by the location of the mobile device running the tolling application) is recorded as geolocation coordinates or an equivalent. In step **2704** a determination is made as to whether there are location points in the toll geofenced region. If yes, then in step **2710** a determination is made whether there are locations in the non-toll geofenced region. If there are no location in the non-toll geofenced region then in step **2712** a toll is charged. If in step **2710**, there are locations in the non-toll geofenced region, then in step **2706** a determination is made as to whether a majority of locations along the toll geofenced region were in the toll geofenced regions. A majority of locations in the toll geofenced region results in a toll being charged, otherwise no toll is charged. The number of location points considered can depend on a variety of circumstances. In some cases all locations in geofenced regions for a given period of time can be considered. In some cases location can be determined periodically, and the most recent number (**10**, **20**, **100**, or other) location points determined can be considered.

FIG. **22** is a roadway diagram of a curving roadway **2200** where inaccuracies can make the vehicle appear in either the toll or non-toll geofenced regions, in accordance with some embodiments. Many location determinations are actually the result of a prediction based on a historical trajectory of the vehicle. That means the location determination subsystem doesn't always respond to location requests with actual location information, but rather with a prediction of location based on past direction and speed. As a result, for example,

when a vehicle travels along a curved roadway, the location readings can be erroneous due to the prediction operation. The roadway here has an express lane **2202** which is a toll lane (or lanes) which is adjacent one or more non-toll lanes **2204**. The roadway has a curved portion **2206** followed by a more straight portion **2208**. In the curved portion **2206** there is toll geofenced region **2218** and non-toll geofenced region **2220**. In the straight portion **2208** there is defined a toll geofenced region **2222** and a non-toll geofenced region **2224**.

A vehicle traveling on the roadway is represented by the triangles. In the curved portion **2206** the vehicle is actually in location **2210**, in the non-toll lane **2204**, but due to prediction error using trajectory **2214**, its location is given as being at location **2212**, in the toll express lane **2202** (e.g. in region **2218**). Subsequent to the curved portion **2206**, when the vehicle is on the straight portion **2208**, the vehicle's location can be accurately determined as being at location **2216** (in region **2224**), for example, in the non-toll lanes **2204**. As can be seen in this example, three locations erroneously fall in the toll express lane, as represented by the white triangles, while two fall in the non-toll lanes **2204**, as represented by the black filled triangles. Using the majority rule of method **2700**, the vehicle would be charged a toll. However, to avoid that from happening, a weighting is used where locations on the straight portion **2208** count twice as much as those found in curved portion **2206**. Thus, after so weighting the locations, then it can be determined that no toll is to be charged because the two locations in region **2224** count twice that of those in region **2218**, as four is greater than three.

FIG. **23** is a roadway diagram **2300** showing a non-toll roadway **2310** passing under a toll roadway where the a vehicle on the non-toll roadway **2310** has a location **2314** overlapping the toll roadway, in accordance with some embodiments. The toll roadway includes a toll express lane **2304** and non-toll lanes **2302**. In some embodiments the entire roadway (**2302** and **2304**) can be tollways, rather than having an express lane. A toll geofenced region **2308** is defined over the express lane **2304**, and location determinations that fall in the toll geofenced region can result in a toll being charged. This, when a vehicle travels along the non-toll roadway **2310**, having locations **2312**, **2314**, **2316**, it can be seen that one of those locations falls in toll geofenced region **2308**. To prevent a toll being charged, then, a rule is used where there must be at least two locations in a toll geofenced region, and the two locations must have a minimum separation distance in order to prevent the situation where the vehicle stops under the express lane for an extended period of time as being counted as multiple locations in a toll geofenced region.

FIG. **24** is a roadway diagram of a roadway **2400** having a toll express lane **2402** with geofenced regions defined to determine whether a vehicle has committed a violation of leaving a toll lane early or entering a toll lane improperly, in accordance with some embodiments. The toll express lane **2402** can be the entire roadway, or it can be adjacent to one or more non-toll lanes **2404**. Along the toll express lane (or lanes) **2402** is a toll point **2406**. The toll point **2406** can be a virtually defined region, such that when a vehicle passes the physical location corresponding to the virtual toll point, the tolling application program determines that the toll point **2406** has been entered and passed, and a toll is then charged. There can be a buffer zone around the toll point **2406** to help ensure that location determination will occur inside the region defining the toll point **2406** (i.e. due to speed of vehicles and latency in location determination).

People using the toll express lane **2402** may realize the location of the toll point **2406** and attempt to drive around it to avoid being charged a toll. Several different geofenced regions can be defined along the express lane **2402**. For example, entry and exit zones **2408**, **2410** can be defined. As their names imply, vehicles are allowed to enter and exit the toll express lane **2402** in these zones **2408**, **2410**, and they may be indicated by markings on the roadway as well as on a navigation display of the tolling application or other navigation application program on the mobile device. There can further be a pre-tolling point geofenced region **2412** before the tolling point **2406**, and a post tolling point geofenced region **2414** after the tolling point **2406**. Location in these regions **2408**, **2412**, **2414**, **2410** can be determined and recorded. Thus, a vehicle entering an entry zone **2408**, as indicated by arrow **2420**, can travel along the tolling lane **2402** as further indicated by arrow **2422**, in pre-tolling point geofenced region **2412**. If the vehicle attempts to evade tolling point **2406** by exiting the pre-tolling point geofenced region **2412** as indicated by arrow **2416**, and/or enter/re-enter the express lane **2402** in post tolling point geofenced region **2414**, as indicated by arrow **2418**, a toll will still be charged, and a fine may be charged as well.

An example of a method for charging a toll and/or violation fines is shown in FIG. **28**. FIG. **28** shows a flow chart diagram of a method **2800** for determining improper toll lane departures and entries, in accordance with some embodiments. At step **2802** the application program is running on the mobile device and is collecting location data. In step **2804** the application program determines whether there are locations in the pre-tolling point geofenced region. If not, the method simply returns to collecting location information. If there are location readings in the pre-tolling point geofenced region, then in step **2806** the method can determine if there are any location points in the non-tolling lanes adjacent to the tolling point. If no, then the method proceeds to step **2812** where the method can determine if there are any location points in the tolling point geofenced region, and if so, then in step **2814** the majority rule can be applied (e.g. method **2700**) to determine whether to charge a toll or not. In step **2806**, if there are location points outside of the tolling point and adjacent the tolling point, then it can be determined that an exit violation has occurred. If, in step **2810** there are also location points in the post-tolling point geofenced region, there can also be entry violation determined. In either case, a fine can be charged to the user's account, as well as the toll charge. It is also contemplated a similar method can occur by going from step **2804** to step **2810** when there are not location in the pre-toll point geofence, rather than returning to step **2802**.

FIG. **25** is a roadway diagram of a roadway **2500** having a toll express lane and multiple toll points along the toll express lane for indicating how a toll charge is determined when a vehicle appears to be out of the toll express lane for one or more toll points, in accordance with some embodiments. The toll lane, for example, can have toll points **2502**, **2504**, **2506**, and more. A toll is charged as a vehicle passes each toll point, and entry/exit of the toll lane can be controlled using the scheme of FIG. **24**, where entry and exit locations are defined, and determined and set by a traffic authority. In some cases, a toll point may be missed by mere chance, or due to inaccuracy, construction, or other reasons. For example, locations can be recorded at points **2508**, **2510**, **2512**, **2514**, and **2516**. Location **2512** is outside of the tolling point **2504**, but because the vehicle appears to have travelled entirely in the toll express lane, toll for tolling point **2504** is

still charged. FIG. 29 shows an example of a method for ensuring the full toll is charged for trips across multiple toll points.

FIG. 29 is a flow chart diagram of a method 2900 for determining a toll charge for a multi-toll point roadway when it appears the vehicle did not pass through one or more toll points, in accordance with some embodiments. In step 2902 the tolling application program commences collecting location information, which includes location points as determined by the mobile device on which the tolling application program. In step 2904 the method determines whether the vehicle was located in a first tolling point. That is, a location with the region corresponding to a geofence definition of a tolling point. The determination can be a direct location actually in the tolling point geofenced region, and an inference drawn based on a majority rule of several location points around the tolling point. Then in step 2906 the method determines whether the vehicle was in the next tolling point along the tollway. If not then the method continues for each tolling point until either a location is found in one of the tolling points, in which case the method proceeds to step 2910 and toll is also charged for all of the interim tolling points, or, in step 2912, if the last tolling point for the roadway is reached, the full toll for the entire roadway can be charged. Otherwise the method simply returns to collecting location information in step 2902.

FIG. 30 is a system diagram of a tolling system 3000, in accordance with some embodiments. A vehicle 3002 can travel on roadways, including both toll and non-toll roadways. The vehicle 3002 includes a mobile device 3004 which can be a cellular phone device, capable of communicating with a cellular communications network 3006. The cellular communications network 3006 is in turn connected to various communications networks such as the Public Switched Telephone Network (PT SN) and the internet 3008. A tolling service back end data center 3010 is also connected to the internet 3008. Thus, mobile device 3004 is capable of communicating with the tolling service back end data center 3010 through the cellular communications network and the internet. Specifically, a tolling application program on the mobile device 3004 communicates with the tolling service back end data center 3010. In general, the mobile device only sends location information to the tolling service back end data center when the mobile device is within a geofenced region associated with a toll road, or other geographically defined region for which the backend data center performs a service. For example, the back end data center 3010 can define general geofenced regions to activate the service; if the mobile device is outside of those regions, it does not need to interact with, or report its location to the back end data center. This respects the privacy of the user.

The mobile device 3004 can retrieve general geofence definitions from the back end data center 3010, such as geofence definition 3016. When the mobile device is outside of the region corresponding to geofence definition 3016, the mobile device does not report its location to the back end data center 3010. When the mobile device determines that it is within the region corresponding to the geofence definition 3016 it begins reporting its location periodically to the back end data center.

The back end data center 3010, in addition to general geofence definitions such as geofence definition 3016, includes sets of refined geofence definitions 3014. These geofence definitions 3014 each define smaller regions inside of the larger, general geofenced definitions such as geofence definition 3016. For example, geofence definition 3016 can

correspond to a region that is mile, tens of miles, or even hundreds of miles long along a toll road. The refined geofence definitions 3014 can define geographic regions such as those shown in FIGS. 19-29. Further, each refined definition 3014 can include a set of rules for processing location information that falls within those refined definitions. For example, in FIG. 19, the geofence definition for geofence region 1914 can include a rule that dictates that when a location falls in region 1914, which would ordinarily result in a toll being charged, a prior location in geofence region 1916 means no toll is charged. Likewise, in FIG. 20, when a location falls in region 2006, a prior location in region 2008 means no toll is charged. Thus, rules can be defined that determine how location information is processed, and what action, if any to take (e.g. charge a toll, issue a violation warning, etc.) Rules can be defined to implement the “majority rules” process as exemplified in FIG. 21, as well as a weighting approach as exemplified by FIG. 22, a “two or more locations” being required rule as exemplified by FIG. 23, and so on. The rules define mathematical or logical operations that can be applied in evaluating the location information received from each user.

Location information is received and tracked in a record 3018. A separate location record is created for each user, and can have a maximum duration, meaning older location information is not kept. In some embodiments, for example, and location information older than 30 minutes can be deleted from the record. This ensures that location information is not kept, and frees up resources for other tasks. The record 3018 is used to process the rules of the various geofence definitions 3014. The system can be used for other applications beyond toll payment, as well.

When location is reported, the relative location accuracy of the particular mobile device (e.g. 3004) can be taken into account. That is various mobile devices have varying levels of location accuracy. The location determination accuracy of a given mobile device can be taken into account when processing rules for a given geofence definition. For example, if the accuracy is particularly poor, then a “majority rules” rule may have to be applied. Thus, rules can be conditional on the location determination accuracy of a given mobile device.

FIG. 31 is a flow chart diagram of a method 3100 for processing user location data using geofence definitions, in accordance with some embodiments. In step 3102 the back end data center receives location reports from a given mobile device running the application program. The application program can be a tolling application program. As location information is received, a location record is maintained for the user account associated with the mobile device. As mentioned, the mobile device only sends location information when it is within a generally defined geofence region in which the service is operational. For regions outside of where the service is operations, the mobile device does not need to report its location.

In step 3014, as each new location is reported, it is compared with defined geofence regions (which can be indexed by coordinates). If the location does not fall within a geofenced region, then no action is needed. If the location does fall within a geofenced region, when in step 3016 the data center can apply rules associated with that geofenced region. The operator of the service can define any rules to be applied, but for a tolling service as described, rules such as those exemplified in FIGS. 19-29, and others, can be defined for various geofence definitions. An evaluation of the rules can dictate an action to take, or not to take as the case may be, in step 3108.

Accordingly, the inventive disclosure provides a method for defining and applying toll exclusion zones to avoid inadvertent toll charges based on location. The method can include receiving, at a backend server from a mobile device, a plurality of locations of the mobile device, wherein the plurality of locations are each determined in succession by the mobile device. The method can further include the backend server comparing each of the plurality of locations to at least one of a plurality of definitions of geofenced toll regions which corresponds to a toll roadway. The method can further include the backend server determining that at least one of the plurality of locations of the mobile device fall within the one of the plurality of geofenced toll regions, wherein when a location of the mobile device is within any of the plurality of geofenced toll regions a toll is normally charged by the backend server to a toll account associated with the mobile device. The method can further include, when one of the plurality of locations are within the one of the plurality of geofenced toll regions, comparing the plurality of locations with a geofence region associated with the one of the plurality of geofenced toll regions. The method can further include determining that at least one of the plurality of locations indicates that the mobile device was in the geofence region associated with the one of the plurality of geofenced toll regions. The method can further include, responsive to determining that at least one of the plurality of locations indicates that the mobile device was in the geofence region associated with the one of the plurality of geofenced toll regions, inhibiting the toll being charged to the toll account.

In some embodiments determining that at least one of the plurality of locations indicates that the mobile device was in the geofence region associated with the one of the plurality of geofenced toll regions comprises determining that the geofence region associated with the one of the plurality of geofenced toll regions is a toll exclusion geofence region.

In some embodiments determining that at least one of the plurality of locations of the mobile device fall within the one of the plurality of geofenced toll regions, and determining that at least one of the plurality of locations indicates that the mobile device was in the geofence region associated with the one of the plurality of geofenced toll regions, comprises determining that the plurality of locations indicate that the mobile device was in the geofence region associated with the one of the plurality of geofenced toll regions more than it was in the one of the plurality of geofenced toll regions.

In some embodiments the method can further include applying a weighting to locations of the mobile device determined to be in the geofence region associated with the one of the plurality of geofenced toll regions count more than locations of the mobile device in the one of the plurality of geofenced toll regions.

In some embodiments the geofence region associated with the one of the plurality of geofenced toll regions is defined over a curved section of roadway, and the one of the plurality of geofenced toll regions is a straight section of roadway.

In some embodiments of the inventive disclosure there is provided a method for improving tolling accuracy in an automated location-based tolling system that includes defining at least one geofenced toll region corresponding to a toll portion of a roadway for which a toll is charged, and defining an associated geofence region corresponding to a non-toll portion of a roadway, wherein the toll roadway and non-toll roadway are geographically proximate to each other. The method further includes a mobile device determining its location periodically to produce a plurality of locations, and comparing the plurality of locations with the at least one

geofenced toll region and the associated geofence region. The method can further include determining that the plurality of locations include at least one location in the at least one geofenced toll region and at least one location in the associated geofenced region. The method can further include inhibiting a toll transaction from occurring, for a toll account associated with the mobile device, responsive to determining that the plurality of locations include at least one location in the at least one geofenced toll region and at least one location in the associated geofenced region.

In some embodiment of the inventive disclosure, there is provided a method for identifying an attempt to avoid a toll charge that include defining a plurality of geofence regions over a portion of a roadway having a toll lane and a non-toll lane adjacent the toll lane and a direction of traffic. The plurality of geofence regions including a toll point region corresponding to a location of a toll point in the toll lane, a pre-toll point region corresponding to a portion of the toll lane before the toll point in the direction of traffic, and a post toll point region corresponding to the portion of the toll lane past the toll point in the direction of traffic. The method can further include determining, by a mobile device, a plurality of locations of the mobile device along the roadway, determining that at least one of the plurality of location is in the non-toll lane at a point in the non-toll lane adjacent the toll point region in the toll lane, and determining that at least one of the plurality of locations is in either the a pre-toll point region or the post toll point region. Responsive to determining that at least one of the plurality of locations is in either the a pre-toll point region or the post toll point region, the method can further include charging toll to a toll account associated with the mobile device.

Those skilled in the field of the present disclosure will appreciate that elements in the figures are illustrated for simplicity and clarity and have not necessarily been drawn to scale. For example, the dimensions of some of the elements in the figures may be exaggerated relative to other elements to help to improve understanding of embodiments of the present invention.

The apparatus and method components have been represented where appropriate by conventional symbols in the drawings, showing only those specific details that are pertinent to understanding the embodiments of the present invention so as not to obscure the disclosure with details that will be readily apparent to those of ordinary skill in the art having the benefit of the description herein. The details of well-known elements, structure, or processes that would be necessary to practice the embodiments, and that would be well known to those of skill in the art, are not necessarily shown and should be assumed to be present unless otherwise indicated.

The benefits, advantages, solutions to problems, and any element(s) that may cause any benefit, advantage, or solution to occur or become more pronounced are not to be construed as a critical, required, or essential features or elements of any or all the claims. The invention is defined solely by the appended claims including any amendments made during the pendency of this application and all equivalents of those claims as issued.

Moreover in this and the related documents field herewith, relational terms such as first and second, top and bottom, and the like may be used solely to distinguish one entity or action from another entity or action without necessarily requiring or implying any actual such relationship or order between such entities or actions. The terms “comprises,” “comprising,” “has”, “having,” “includes”, “including,” “contains”, “containing” or any other variation thereof,

are intended to cover a non-exclusive inclusion, such that a process, method, article, or apparatus that comprises, has, includes, contains a list of elements does not include only those elements but may include other elements not expressly listed or inherent to such process, method, article, or apparatus. An element preceded by “comprises . . . a”, “has . . . a”, “includes . . . a”, “contains . . . a” does not, without more constraints, preclude the existence of additional identical elements in the process, method, article, or apparatus that comprises, has, includes, contains the element. The terms “a” and “an” are defined as one or more unless explicitly stated otherwise herein. The terms “substantially”, “essentially”, “approximately”, “about” or any other version thereof, are defined as being close to as understood by one of ordinary skill in the art, and in one non-limiting embodiment the term is defined to be within 10%, in another embodiment within 5%, in another embodiment within 1% and in another embodiment within 0.5%. The term “coupled” as used herein is defined as connected, although not necessarily directly and not necessarily mechanically. A device or structure that is “configured” in a certain way is configured in at least that way, but may also be configured in ways that are not listed.

It will be appreciated that some embodiments may be comprised of one or more generic or specialized processors (or “processing devices”) such as microprocessors, digital signal processors, customized processors and field programmable gate arrays (FPGAs) and unique stored program instructions (including both software and firmware) that control the one or more processors to implement, in conjunction with certain non-processor circuits, some, most, or all of the functions of the method and/or apparatus described herein. Alternatively, some or all functions could be implemented by a state machine that has no stored program instructions, or in one or more application specific integrated circuits (ASICs), in which each function or some combinations of certain of the functions are implemented as custom logic. Of course, a combination of the two approaches could be used.

Moreover, an embodiment can be implemented as a computer-readable storage medium having computer readable code stored thereon for programming a computer (e.g., comprising a processor) to perform a method as described and claimed herein. Examples of such computer-readable storage mediums include, but are not limited to, a hard disk, a CD-ROM, an optical storage device, a magnetic storage device, a ROM (Read Only Memory), a PROM (Programmable Read Only Memory), an EPROM (Erasable Programmable Read Only Memory), an EEPROM (Electrically Erasable Programmable Read Only Memory) and a Flash memory. Further, it is expected that one of ordinary skill, notwithstanding possibly significant effort and many design choices motivated by, for example, available time, current technology, and economic considerations, when guided by the concepts and principles disclosed herein will be readily capable of generating such software instructions and programs and ICs with minimal experimentation.

The following claims are hereby incorporated into the description as part of the original disclosure, and remain so even if cancelled from the claims during prosecution of the application, with each claim standing on its own as a separately claimed subject matter. Furthermore, subject mat-

ter not shown should not be assumed to be necessarily present, and that in some instances it may become necessary to define the claims by use of negative limitations, which are supported herein by merely not showing the subject matter disclaimed in such negative limitations.

We claim:

1. A method for improving tolling accuracy in an automated location-based tolling system, comprising:
 - defining, by a backend server, at least one geofenced toll region corresponding to a toll portion of a roadway for which a toll is charged;
 - defining, by the backend server, an associated geofence region corresponding to a non-toll portion of a roadway, wherein the toll roadway and non-toll roadway are geographically proximate to each other;
 - a mobile device determining its location using a satellite location receiver of the mobile device periodically to produce a plurality of location fixes which each indicate a location which includes an inherent location inaccuracy;
 - the mobile device transmitting the plurality of location fixes to the backend server;
 - in response to receiving the plurality of location fixes the backend server automatically comparing the plurality of locations of the plurality of location fixes with the at least one geofenced toll region and the associated geofence region;
 - the backend server determining that the plurality of locations include at least one location in the at least one geofenced toll region and at least one location in the associated geofenced region; and
 - the backend server inhibiting a toll transaction from occurring, for a toll account associated with the mobile device, responsive to determining that the plurality of locations include at least one location in the at least one geofenced toll region and at least one location in the associated geofenced region wherein the toll transaction would have otherwise occurred due to the backend server determining that at least one location of the plurality of locations is in the at least one geofenced region corresponding to the toll portion of the roadway.
2. The method of claim 1, further comprising that the associated geofenced region is a toll exclusion geofenced region.
3. The method of claim 1, wherein comparing the plurality of locations with the at least one geofenced toll region and the associated geofence region, further comprises determining that there are more of the plurality of locations in the associated geofenced region than there are in the at least one geofenced toll region.
4. The method of claim 3, further comprising applying a weighting to locations of the mobile device determined to be in the associated geofence region such that locations of the mobile device in the associated geofence region count more than locations of the mobile device in the at least one geofenced toll region.
5. The method of claim 4, wherein the associated geofence region is defined over a curved section of a roadway, and the at least one geofenced toll region is a straight section of roadway.